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HONGKONG, TUESDAY, OCTOBER 5, 1926.

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END OF BOYCOTT.

CANTON'S LATEST DIFFICULTIES.

Taxes to Go to Strikers?

REPORTED THREAT OF USING FORCE IF NECESSARY.

Optimism has not increased with regard to the proposed settlement of the Canton boycott and latest developments point to more difficulties for the Nationalist Government in their attempt to arrive at a solution.

Conditions at Lowu railway station, on the New Territory border are now the same as before, practically the full complement of strike pickets being on duty on the frontier.

Passengers on the Kowloon-Canton Railway are now subjected to the same interference as in previous months.

Fresh difficulties—in addition to opposition by a minority of politicians—are confronting the Canton Government.

One point that may further complicate the issue is the reported demand of the strikers for their share of the projected new taxes.

Eugene Chen's Threat.

Canton, Oct. 4.
Mr. Eugene Chen has informed the strikers that recommendation will be made to the Government to use force against opposition.

Li Ching-tai, Police Commissioner, has sent out additional patrols to prevent unlawful acts by labourers.

The Seamen's Union has asked that to settle the boycott all men previously employed on ships between Hong Kong and Canton to be reinstated.—Wah Tsz Yat Po.

To Last 8 Months.

Besides their claim to an interest in the import, luxury and export levies, the strikers are asking for a Government allocation of \$10,000 a month as assistance.

Another request is that the Government, the Strike Executive and all classes co-operate to form employment agencies to facilitate the return to work of strikers, the quota to be 3,000 per month, each man on returning to work to be presented with a \$100 bonus by the Government as recognition for the "share in the victory."

This scheme is to last for eight months, it is stated, when the movement will be entirely ended. Meanwhile, the strikers ask that dormitories and free meals continue as hitherto "until a big scheme can be devised to effect a settlement."

Strikers' Attitude.

Another query that is given by rumour is that strikers are now asking what about the several millions of dollars allocated by the Government to pay up off?

So Shu-ching, chairman of the Strike Executive, is reported to have expressed their attitude as fully supporting the Government in terminating the strike, present strike institutions will be continued and an interest in the new taxes.

"On the face of things, little has developed to show which way the wind is blowing.

Each day brings added strength to the opinion that the Canton Government will call off armed pickets to restore communications, but that the real boycott will continue and that the pickets will function under some other name as plain-clothes men.

Shanghai Comment.

Commenting in an editorial on October 1 (when it was assumed in Shanghai that the Canton boycott had terminated), the "N. C. Daily News" observes:—

"The point to emphasise is that the Canton Government, by calling off the boycott when it suited their purpose to do so, have openly confessed that the boycott was always theirs to maintain or terminate as they pleased. Mr. Eugene Chen's phrase about 'arrangements with the Strike Committee' (if possible to-day, why not months ago?) is mere camouflage.

"This is one of the most unblushing admissions of past duplicity that could be found.

"Hitherto the Canton Government have always pretended that the boycott was the spontaneous expression of a virtuously enraged people, which they were powerless to prevent."

When Canton Forgets.

"And more than once negotiators from Hong Kong have been referred to the Strike Committee on the excuse that the affair was none of the Canton Government's."

"All this is now conveniently forgotten on the Cantonese side. Not so, however, on the foreign, especially in view of the hardly

veiled threat in Mr. Eugene Chen's last sentences.

"If there is any revival of the boycott, Hong Kong will know exactly why....there could be no longer any pretence of shifting the responsibility. And what it has suited the Canton Government to take off, they must not be allowed to reimpose."

Goodwill & the Future.

On Canton-foreign relations the "N. C. Daily News" says:—

"Quite apart from the threat involved, there is a touch of servility, even of pathos, in Mr. Eugene Chen's allusion to 'British comprehension of Chinese nationalism, its ideas and force as a principle of energy in the work of unifying and modernising China,' which will appeal to all who strive to read the signs of the times."

"Britons have no excuse just now to love the Canton Government, whose duplicity and deceitfulness have done more harm to Chinese than they are aware of in embittering 'old kindly feelings' and imparting a hardness to foreign thoughts of this country where once there was only goodwill."

"But while we turn in disgust from so much that Canton has done, it would be unwise and unjust to depreciate the force and potential value of the nationalist movement."

Break From the Past.

"In Canton are numbers of earnest men and women, whose ambitions for their country are worthy of respect, even though their efforts are liable at the outset to go astray and to give an impression of themselves as dispirited as it is really inaccurate."

"And this same nationalist spirit is at work in varying degrees in all parts of China. It is the one source of energy and life to which we can look for the future and foreigners must learn to look to it also."

"There is something monstrous in the perversity of it all from which one would fain break away to make a new start, forgetting the past and determined only to do the best for the future. It will not be Great Britain's fault if the lifting of the boycott in Canton does not prove the starting point of a new era."

About Those Taxes.

As the "China Mail" explained at the time, there can be no two views on Canton's proposed new taxes, says the "N. C. Daily News":—

"Acceptance or rejection of this proposal does not depend on Great Britain alone, but is a question for all the Powers. This should clearly be understood."

"No Power could act alone in such a change, without detriment to her nationals; and the full scheme to include abolition of likin necessarily requires the acquiescence of all Powers."

"Speaking generally, we see no reason why they should not agree. The extra taxation is not heavy; not the merchant, but the consumer would pay; and he should not feel it greatly."

Canton's Expensive Failure.

"The question is whether the Powers would be willing to do in one district what they are not yet doing, though they are quite ready to do it, in all China...."

"In all probability the Canton Government realised that, whatever harm it (the boycott) might be doing to Hong Kong, it was a highly expensive failure from Canton's point of view and contributed to a state of lawlessness most undesirable while General Chang Kai-shek was conducting a life-and-death campaign in the north."

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 5/16.

LATEST PIRACY.

"Hsinfung" Taken To
Bias Bay.

H. K. SEAPLANE IN PURSUIT.

Shanghai Steamer on the Way
to Canton.

The China Merchants S. N. Co.'s s.s. "Hsinfung" has been pirated at Bias Bay.

Only meagre details are to hand at the moment but there seems no room for doubt.

As in the case of the "Kwang Lee" (of the same company), the steamer was on the Shanghai-Canton direct run.

In pre-strike times these boats called at Hong Kong en route, but this port is now omitted.

This morning, the China Navigation Co.'s s.s. "Szechuan" left Hong Kong for Amoy and Shanghai.

Casualties on Board?

She wirelessed back a report that the "Hsinfung" had been seen to be pirated in Bias Bay, that a number of pirates in the province of Kwangtung.

On receipt of the message, the local Naval authorities despatched a seaplane to scout over the vicinity and report.

The "Szechuan" also indicated that the pirated steamer was on her way to Hong Kong but the local office of the China Merchants Co. state that she may go round Hong Kong, direct to Canton, unless there are casualties on board which may need urgent medical attention.

A Surmise.

The "Hsinfung," of course, is of the usual type of China Merchants steamer. Before the strike, she occasionally called here but was mostly on the northern runs.

Usually she carries six European officers, who are most likely to be British, but there are quite a number of Scandinavians in the company's employ.

The only opinion expressed so far is that the pirates shipped as passengers and followed the old-time modus operandi, subsequently bringing the vessel to Bias Bay to be looted.

Few European passengers travel by this route to Canton.

PROMOTION.

SIR E. S. ALEXANDER-
SINCLAIR.

TO BE ADMIRAL.

Vice-Admiral Sir Edwyn Sinclair Alexander - Sinclair, K.C.B., M.V.O., Commander-in-Chief, China Station, has been promoted to Admiral to date October 4, 1926.

Vice-Admiral Sir Alexander Sinclair has only been Commander-in-Chief of the China Station for little over a year. It will be remembered that he succeeded Vice Admiral Sir Allan Everett, who, only after a few months on the station, had to leave on account of ill-health and who has since gone on the retired list. Sir Alexander Sinclair who is the senior Vice-Admiral, is going to the Nore, in succession to Admiral Sir William Goodenough, and will be succeeded here by Vice-Admiral Sir Reginald Tyrwhitt.

PEAK RESIDENTS.

APPROVAL OF POLICE
VISITS.

THE P. R. A. CIRCULAR.

On inquiry from Mr. E. E. C. Hornell, hon. secretary to the P.R.A., the "China Mail" learns that about 80 per cent. of householders members have replied to the circular sent out following the Police recommendation of visits to servants' quarters, to eject bad characters.

There are only five dissentients. The greater majority of Peak residents approve of the proposal to look into servants' quarters, and only a few have done so with reservations.

Slips (with names and addresses) returned to Mr. Hornell have been sent on to the Police. It is felt that such visits will be the means of getting rid of ex-servants and unemployed natives.

DESPERATE FIGHT.

CANTONESE STAND THEIR GROUND.

Deciding Battle at Moment.

WAR CONTINUES BUT ARMISTICE QUITE POSSIBLE.

Latest despatches from the Kiangsi-Hupeh war zone indicate that the southerners are now standing their ground and fighting desperately against Sun Chuan-fang whose advance appears to have been stemmed.

The possibility of an armistice has become less remote. While at one place the rival armies are struggling zealously, other detachments on the same front are marking time.

(From Our Special Correspondent.)

The second battle of Kao An is likely to prove the deciding engagement of the war.

At a vulnerable point in his line on the Kiangsi-Hunan front, General Chang Kai-shek has rushed up his best divisions and is now holding his ground.

The "5 province allies" under Marshal Sun Chuan-fang are still attacking and the fighting is very severe.

A little further north, that is in the Yangtze-Lake Tsyeh sector, the southerners are under General Tang Sang-chee (8th army) and General Li Chung-ien (7th army).

Bombardment Continues.

About 30,000 troops withdrawn from the pursuit against Wu Peifu, from Hankow and vicinity, and other places, have been moved eastwards to prevent Sun Chuan-fang getting any nearer Wuchang.

The bombardment, by the northern allies, continues at Hwang-chow, which is considered the key to Wuchang-hsien, the capital of Hupeh province which the Nationalists took from Wu Peifu.

In the south of Kiangsi, neither side is doing much and the allied commanders there still favour peace as the southerners have not vacated this part of their territory and they prefer to get it back without fighting.

Position Summed Up.

Summed up, the situation is: near Yangtze, the allies are still trying to push on to Wuchang and the 7th Canton army had difficulty in retiring from an advanced position. In the centre Chang Kai-shek has now given up rear-guard actions but is throwing his main strength in to divert attention from Wuchang. In the south, a comparative state of it is felt that the possibility of a stalemate prevails.

An armistice at this stage is less remote but the deciding battle may be over by this week.

Yesterday's report which gave the number of Canton prisoners taken by the allies as 5,000 is described as exaggerated. The total captures by Sun Chuan-fang are unlikely to exceed 3,000.

OFFICIAL DESPATCH.

The following is published by courtesy of the Hong Kong Naval authorities:—

Hankow, Oct. 4.
Wuchang is still holding out. An anti-British demonstration has been planned for to-morrow, Tuesday, but will probably not amount to much.

Southern flags are disappearing in the Chinese city and in the ex-Russian Concession and there is a general feeling that the northerners will be back here shortly.

Heavy fighting is reported between Wang Shih-ko and Hwang-chow; the former is held by the northerners and the latter by the southerners.

It is reported that a big drive towards Nanchang will be made by the southerners to relieve the pressure on Hankow.

Indiscriminate Firing.
General Yang Sen is sending large forces to Ichang and Shasi against the southerners.

It is reported that the Peking-Hankow Railway is practically denuded of southern troops, which have been brought to defend Hwang-chow.

There has been indiscriminate firing on ships in the neighbourhood of Hwang-chow.
A British gunboat with the vice-consul on board is proceeding there to-morrow, Tuesday, and will convey ships.

The negotiations following the Wanchien affair are proceeding smoothly. The British Consul and gunboats have exchanged

calls with General Yang Sen and are expected to leave for Chungking to-morrow, Tuesday.

DESERVED CONFIDENCE.

Nanking, Sept. 28.
"When" you next write to Shanghai about this situation," said one of Marshal Sun Chuan-fang's staff officers in parting yesterday, "please be cheerful about it. Tell the people that we cannot possibly lose that with Chang Kai-shek being pushed back into Honan we have broken the Red advance, and that the conclusion of this campaign is coming quickly and surely. It would surprise none of us if the Cantonese were in full retreat before a letter could reach Shanghai."

This sanguine statement was the conclusion of an attempted interview with Marshal Sun Chuan-fang on the China Merchants str. "Kingshin" at Kiangkiang.

It may sound over-confident, but it does no more than confirm the general impression that one gets coming down the river, after getting well away from pessimistic and poorly informed Hankow.

In Steel Helmets.

The first surprise that one gets is the spectacle of the striped flag flying over Huangshihkang, the port for Tsyeh, and of great numbers of steel helmeted northern soldiers on the fore-shore.

From this point down to Wusueh one sees tented encampments of the northerners at every little settlement and then at Wusueh there is General Chen Tiao-yuan's big concentration.

In Kiangkiang one finds the community in the grasp of a very well equipped and seemingly serious and business-like soldiery who inspire confidence at a glance.

Cantonese on Run?

The general plan of campaign is to drive westward from various points in Kiangsi, in several columns, towards the Hukwang railway and the Siang river and thereby endanger the Red line of communications and force their withdrawal from Hupeh and northern Hunan.

If carried out swiftly enough this withdrawal will of necessity be a rout, since the Cantonese and Hunanese Reds have gone so far afield over routes in which communications are bad. If they have to run to get back before being cut off, it is assumed that there will be no great difficulty about keeping them running well into southern Hunan and over the Kwangtung border.

The Big Fight.

Apart from the Shantung Brigade at Huangshihkang and the outposts along the river, there is no force above Wusueh and there is, as yet, no thought of a direct advance upon the Wu-Han cities by the river route.

The big fight, however, in the sight of both parties, is that being waged between Nanchang and Pinghsiang, with Chang Kai-shek and his two best Cantonese divisions, including the Whampoa Cadets, on the one hand, and Governor Lu Hsiang-ling, with five brigades of Chekiang troops and several brigades of Kiangsi troops on the other.

If Chang Loses.

If Chang is badly defeated in this quarter, his whole expedition is a wreck and the Hunanese and Cantonese north of Changch will be helpless refugees in an alien land.

The northern allies hoped to trap the entire southern force but, while they claim to have taken many prisoners, they admit that Chang Kai-shek and the

(Continued on Page 6.)

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
A. H. Barlow, Chief Manager.
Hongkong, 27th May, 1926.

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A. LECOT, Manager.
Hongkong, 11th December, 1925.

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(NETHERLANDS TRADING SOCIETY.)
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Hongkong Branch Established 1906.

Authorized Capital: G. 150,000,000 f. 125,000,000
Paid-up Capital: G. 80,000,000 f. 65,000,000
Reserve Fund: G. 7,240,217 f. 5,772,778
Special Reserve: G. 12,000,000 f. 9,600,000

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J. C. MAASSEN, Acting Manager.
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O. ARIMA, Chief Manager.
Hong Kong, 11th September, 1926.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road Central, Hongkong.
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KAN TONG PO, Chief Manager.
Hongkong, 22nd May, 1926.

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Special Working Capital: Frs. 50,000,000.

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A. ROLLIN, Manager.
Hongkong, 1st December, 1925.

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Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
Hongkong, 1st August, 1926.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.
Capital Subscribed: Yen 45,000,000
Capital (Paid-up): Yen 39,375,000

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T. TAKAGI, Manager.
HONGKONG BRANCH: 3, Des Voeux Road Central, Hongkong, 7th May, 1926.

THE BANK OF CANTON, LIMITED.

Head Office: Hongkong.
ESTABLISHED 1858.
Authorized Capital: \$1,000,000
Paid-up Capital: \$1,000,000
Reserve Fund: \$750,000
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COMMERCE AND FINANCE.

STATE TRIAL.

CONSTITUTIONAL VIOLATION IN NORWAY.

EX-MINISTERS CHARGED.
Oslo, Oct. 21.
The trial has begun in the Supreme Court of the septuagenarian ex-Premier, M. Berge, and six members of his Cabinet on a charge of violating the Constitution by supporting the Norwegian Bank of Commerce in 1923-1924 by a deposit of 25,000,000 kroner following the economic crisis due to the war.

Parliament passed an Act providing for the public administration of insolvent Banks early in 1923. The Bank of Commerce appealed for secret Government deposit—hence the Government deposit.

The Bank was again in difficulties in 1924 and, in response to Government, Parliament sanctioned a guarantee of 15,000,000 kroner to the Bank of Norway against loss in respect of support given to the Bank of Commerce.

The Government did not reveal the 25,000,000 kroner deposit to the Bank of Commerce in October 1, 1924, which was placed under public administration and is at present in liquidation.

The trial is purely constitutional, there being no question of private gain.—Reuter.

CHEAPER TYRES.

London, Oct. 4.
The leading manufacturers have reduced the price of tyres by 15 to 20 per cent.—Reuter.

TRAMS CAN'T PAY.

Peking, Sept. 29.
An illuminating sidelight upon the conditions in the capital since the departure of the Kuominchun is supplied by the report furnished at the annual meeting of the Peking Tramway Co. which is given much prominence in this morning's paper.

It was stated that the company on an average carries between 130,000 to 140,000 passengers daily.

If all the passengers paid their fares the service could be run quite profitably and even if 70 per cent. paid the company could still pay its way.

Soldiers' Joy Rides.
However, more than half the passengers are soldiers who not only refuse to pay but frequently assault the motormen and conductors and cause general dislocation of the service by arbitrarily diverting the cars from their normal routes, etc.

The directors of the company have been unable to secure the Government's assistance in compelling the military authorities to pay and it is stated that the proposal is now mooted whereby the Government, which already owns 50 per cent. of the stock, should buy out the other shareholders and convert the concern to a Government enterprise.

General Wang Shih-chen, the president of the company, has offered to resign in view of his inability to protect the shareholders but has been persuaded to remain.

The 23rd annual meeting of the Grand Hotel des Wagons-Lits, Ltd., will be held at Exchange Building on November 26 at noon.

THE BANK OF CHINA.

(Specially Authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917).
Authorized Capital: \$100,000,000.00
Paid-up Capital: \$18,278,800.00
Reserve Fund: \$9,829,426.24

HEAD OFFICE: PEKING.
HONGKONG BRANCH: Queen's Road Central.

Branches and Sub-branches all over China and Correspondents in Europe, America, and other parts of the world. London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSUYEN FEE, Manager.

ZOONG SING COTTON MILLS, LTD.

The following is the report of the directors of the Zoong Sing Cotton Mills, Ltd., for the year ending June 30 last:—

Profit and Loss Account.—This account shows a credit balance of Tls. 301,380.89, which amount the directors wish to deal with as under:—

Dividend at 8 per cent. (Tls. 0.80 per Share) 90,000.00
General reserve 50,000.00
Fire insurance reserve 10,000.00
Building depreciation 22,895.40
Machinery depreciation 65,514.23
Furniture depreciation 1,049.50
Motor and lighter depreciation 1,000.00
Bonus 8,500.00
Carry forward 52,921.73

Total Tls. 301,380.89
From the accounts it will be noticed that the building and machinery accounts have been respectively increased by Tls. 49,631.10 and Tls. 67,022.22, being the cost of a new concrete godown and new preparation machinery, which were badly needed.

In compliance with No. 73 of the company's memorandum and articles of association two of the directors, Messrs. Zau Sung-dau and A. Howard, retire from the

HONGKONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

	1926.	1918.	1914.
Beef Sirloin	牛尾肥	lb. 38	24 12
" Prime Cut	牛尾瘦	lb. 38	23 12
" Corned	咸牛肉	lb. 23	12
" Roast	咸牛肉	lb. 36	24 22
" Breast	牛腩肉	lb. 28	20 18
" Soup	牛腩肉	lb. 28	20 18
" Steak	牛腩肉	lb. 34	24 22
" Steak Sirloin	牛腩肉	lb. 45	30 35
" Sausages	牛腩肉	lb. 40	28 30
Bullock's Brains	牛腦	per set 15	10 12
" Tongue, fresh	牛舌	each 65	60 60
" Tongue, corned	牛舌	each 60	60
" Head	牛頭	each 120	120
" Heart	牛心	each 13	14
" Hump, Salt	牛腰	each 33	20 18
" Feet	牛脚	each 12	10 12
" Kidneys	牛腰	each 13	10 12
" Tail	牛尾	each 24	20 22
" Liver	牛肝	lb. 22	18 14
" Tripe	牛肚	lb. 8	6 7
Calves' Head & Feet	牛頭脚	set 120	100 100
Mutton Chop	羊排	lb. 55	26
" Leg	羊腿	lb. 55	26
" Shoulder	羊肩	lb. 52	24
" Saddle	羊鞍	lb. 55	26
Pigs' Chittlings	猪仔	lb. 28	27
" Brains	猪腦	Per set 8	12
" Feet	猪脚	lb. 22	15
" Fry	猪油	lb. 25	15 18
" Head	猪頭	lb. 22	20
" Heart	猪心	each 15	10 10
" Kidneys	猪腰	each 14	10 8
" Liver	猪肝	lb. 50	30 24
Pork Chop	猪排	lb. 42	25 23
" Leg	猪腿	lb. 42	25
" Loin	猪腰	lb. 45	60 70
" Fat or Lard	猪油	lb. 24	21
Sheep's Head & Feet	羊頭脚	set 15	60 70
" Heart	羊心	each 15	8 7
" Kidneys	羊腰	each 15	12 10
" Liver	羊肝	lb. 55	20 25
Sucking Pigs, to order	猪仔	lb. 25	25 22
Suet, Beef	牛油	lb. 34	20 18
" Mutton	羊油	lb. 55	26 24
" Sausages	香肠	lb. 38	20 19
" No. 1.		lb. 32	

Fish.

Barbel	鯪魚	lb. 20	19 24
Bream	鯪魚	lb. 32	20 16
Canton Fresh	塘魚 (各樣)	lb. 30	18 16
Water Fish	水魚	lb. 38	16 27
Carp	鯪魚	lb. 36	16 27
Catfish	鯪魚	lb. 40	12 9
Codfish	鯪魚	lb. 30	20 25
Crabs	蟹	lb. 50	23 26
Cuttle Fish	墨魚	lb. 18	18 2
Dab	魚	lb. 30	23 16
Dace	魚	lb. 18	10 9
Dog Fish	魚	lb. 10	10 8
Eels, Conger	魚	lb. 32	16
" Fresh Water	淡水魚	lb. 30	10 18
" Yellow	黃魚	lb. 65	26 30
Frogs	田雞	lb. 80	32 25
Garoupa	石斑	lb. 90	40 30
Gudgeon	白鰻	lb. 20	18 15
Herrings	魚	lb. 32	22 18
Halibut	魚	lb. 23	19 23
Lobsters	蟹	lb. 38	22 18
Loach	魚	lb. 65	22 24
Loach	魚	lb. 35	22 21
Mackerel	魚	lb. 45	20 26
Monk Fish	魚	lb. 40	32 28
Mullet	魚	lb. 38	13 2
Oysters	魚	lb. 40	16 22
Parrot Fish	魚	lb. 32	14 9
Perch	魚	lb. 32	20 15
Pike	魚	lb. 24	16 9
Plaice	魚	lb. 35	23 14
Pomfret	魚	lb. 55	28 29
Pomfret, Black	魚	lb. 60	36 30
Prawns	魚	lb. 30	36 45
Ray	魚	lb. 16	10 14
Rock Fish	魚	lb. 24	13 18
Roach	魚	lb. 36	22 16
Salmon	魚	lb. 80	80 30
Shark	魚	lb. 12	8 10
Shrimp	魚	lb. 38	10 10
Shrimp	魚	lb. 62	28 35
Shrimp	魚	lb. 70	32 30
Sole	魚	lb. 36	28 28
Tuna	魚	lb. 40	23 18
Tuna	魚	lb. 22	18 18
Tuna, small & water	魚	lb. 120	40

HONGKONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the best prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888, and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two

October 1 to 7, 1926.

Date	High Water	Standard Time	Height	Low Water	Standard Time	Height
Oct. 1	4 m 54 s	8.3	0 31 s	2.3		
Oct. 2	5 m 24 s	8.1	1 59 s	4.7		
Oct. 3	6 m 11 s	8.3	1 18 s	2.1		
Oct. 4	7 m 4 s	8.5	0 40 s	4.4		
Oct. 5	8 m 44 s	8.4	1 40 s	2.0		
Oct. 6	9 m 49 s	8.6	1 20 s	4.0		
Oct. 7	10 m 25 s	8.7	2 11 s	3.3		
Oct. 8	11 m 9 s	8.8	3 46 s	2.0		
Oct. 9	12 m 1 s	8.9	3 16 s	2.1		
Oct. 10	1 m 34 s	9.1	3 34 s	2.3		
Oct. 11	2 m 4 s	9.2	3 45 s	2.3		

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness of the muscles, bruises and like injuries as Chamberlain's Pain Balm. One application gives relief. For sale everywhere.

Butcher Meat.

36	23	12	Capons, Large
28	24	—	Duck
28	20	18	Doves
28	20	18	Eggs, Hen (cooked)
28	20	18	Eggs, Hen (fresh)
34	24	22	Fowls, Canton
45	30	35	Fowls, Hainan
40	28	30	Geese
15	10	12	Pigeons, Canton
85	50	60	" Hohow
—	—	—	Turkeys, Cock
20	10	12	Turkeys, Hen
28	13	14	Salpae
38	20	18	Phasant
12	10	12	Quail
13	10	12	Partridges
24	20	22	
22	18	14	
8	6	7	
\$0.10	\$0.10	\$1.00	
55	26	—	Almonds
55	26	—	Apples (California)
52	24	—	Bananas (Bride's)
55	—	—	Carambola
28	—	27	Cocoanuts
3	—	12	Lemons, China
22	15	—	Lemons (America)
35	15	18	Liches, Dried
22	20	—	Oranges (Canton)
5	10	8	Oranges
40	30	24	Pears (Canton)
22	25	23	Peanuts
2	—	—	Plantains, Large
55	60	70	Plantains
5	8	7	Pumelo, Slam
5	12	10	Walnuts
55	20	25	Grapes
5	25	22	
14	20	18	
5	26	24	
6	20	19	
0	20	20	
2	—	—	

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Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

FOR SALE.

FOR SALE.—A Herring-Hall, Marvin Safe 4 ft. x 2 ft. x 2 ft. in very good condition and fitted with combination lock. P.O. Box 609.

WANTED.

WANTED.—Experienced Amah for two babies as from October. With good references only. Apply to:—Box No. 444, c/o "China Mail."

TUITION GIVEN.

MANDARIN.—Expert Pekinese Teacher, with knowledge of English, Japanese, Chinese, national new phonetic alphabet. Desires to teach Foreigners. Apply Mandarin School, No. 68, Hollywood Road.

MISCELLANEOUS.

YOUR visiting cards neatly and promptly printed.—"China Mail" Office, No. 5, Wyndham St., Telephone Central 22.



SHAVE

Sold By
LEADING DISPENSARIES
and
UNIVERSAL STORES.

FINDLATER'S
STAG'S HEAD BRAND
BRITISH
LAGER BEER
VERY LIGHT
\$17.00 PER CASE OF
6 DOZEN PINTS.
Or \$3 per dozen including duty
delivered to your residence.

Sole Agents—
GILMAN & CO., LTD.
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Tel. C. 290.

**NEWSPAPER
ENTERPRISE
LTD.**
5, WYNDHAM ST.
TEL. CENTRAL 22.

**GENERAL AND
COMMERCIAL
PRINTERS
AND
BOOKBINDERS.**

Our Motto,
SERVICE.

NOTICES.

NOTICE.

THE Public is hereby informed that Mr. ROBERT JOHN HALL is no longer connected with our Company as from the 4th inst. and that the Power of Attorney held by him is withdrawn.

T. E. GRIFFITH, LTD.
Hong Kong, 4th October, 1926.

NOTICE.

**HONG KONG TECHNICAL
INSTITUTE.**

THE INSTITUTE will re-open on MONDAY, October 4. Students joining Classes held at Queen's College will be enrolled at the Education Department only; those joining Classes held at the Central British School, Kowloon, may be enrolled at that School. Entry forms may be obtained at the Education Department or the Central British School.

Hong Kong, 1st October, 1926.

HONG KONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on FRIDAY, the 15th OCTOBER, 1926 at 5.30 p.m.

AND
NOTICE IS HEREBY GIVEN THAT ON FRIDAY THE 15th day of OCTOBER, 1926, immediately after the holding of the GENERAL MEETING, a drawing for the redemption of One hundred (100) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hong Kong Government Gazette, and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurers, Messrs. PHILIP SMITH, SMITH & FLEMING, for payment of the principal and interest to the 31st OCTOBER, 1926.

By Order of the Committee,
J. D. HUMPHREYS,
Hon. Secretary.
Hong Kong, 1st October 1926.

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 9th October, 1926, commencing at 3.15 p.m. The First Race will be run at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1, for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5, each up to FRIDAY, 8th October, 1926.

The charge for admission for Ladies to the Members' Enclosure will be \$2.—Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

Hong Kong, 25th Sept., 1926.

MONOKONG HOTEL BARAGE

A car:— Tel. C. 4759

Rolls-Royce

Thornycroft Trucks and Buses

Morris Cars and Trucks

Cadillac

Armstrong-Siddeley

Studebaker

Automobile Equipment

Show Room 25, Queen's Road Central

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General Repairs

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SERVICE

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Telephone

Central

4602.

Champions

For

Every

Engine

Everywhere

NOTICES.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 4333 with respect to 27 Shares numbered 501-510, 3139-3143, 3800, 3818 & 4973-4982 in the above Office, standing in the names of Messrs. DAN ZAH CHING and DAN ZAI MING of Shanghai, has been LOST, and should the same not be produced before the 19th October, 1926, a new Scrip Certificate will be issued in favour of the said Messrs. DAN ZAH CHING and DAN ZAI MING, and no transaction taking place under the old Scrip Certificate will be recognised by the Office.

JARDINE, MATHESON & CO., LTD.,
General Agents,
Hong Kong, 5th October, 1926.

GRAND HOTEL DES WAGONS-LITS, LIMITED.

(Incorporated under the Companies Ordinance of Hong Kong.)

NOTICE IS HEREBY GIVEN

that the TWENTY-THIRD ANNUAL GENERAL MEETING of SHAREHOLDERS of the Grand Hotel des Wagons-Lits, Limited, will be held at the then Registered Office of the Company, Exchange Building (2nd floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 6th November, 1926, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended on the 30th June, 1926, confirming the appointment of a Director, and re-electing a Director and the Auditor.

By Order of the Board,
F. C. BARRY,
Acting Secretary.
Hong Kong, 4th October, 1926.

NAVY LEAGUE.

NELSON DAY CELEBRATION

A GRAND CONCERT

will be held
on THURSDAY,

21st October, at 9.30 p.m.

in

Queen's Theatre

when the famous

ZEEBRUGGE

FILM

will be shown.

Book your Seats Now,

at Queen's Theatre

Price \$3.00 per Seat.

"GETS-IT"

ENDS CORNS

—all Pain in

3 short seconds

World's Fastest Way

"Gets-It" is a scientific liquid that millions use, among them famous

dancers, athletes, doctors and folk who walk a lot. It ends corns. One drop stops pain in 3 short seconds.

Then the corn loosens and comes off... all gone, forgotten. You walk in peace. There are imitations of "Gets-It." So watch out. Get the genuine. For sale everywhere. Enough in one bottle to kill a dozen corns.

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"GETS-IT

DODWELL & COMPANY, LTD.

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S.S. "KENDAL CASTLE" Sails on or about 19th October.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED-PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

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NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

M.V. "VIMINALE" Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "FIUME-LI" Sails on or about 8th October.

M.V. "VIMINALE" Sails on or about 30th October.

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Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Capetown.

HAWAII MARU Sails on Tuesday, 5th October.

BOMBAY—Via Singapore and Colombo. Thursday, 14th October.

CELEBES MARU Sails on Thursday, 14th October.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo. Wednesday, 20th October.

PANAMA MARU Sails on Wednesday, 20th October.

CALCUTTA—Via Singapore and Rangoon. Monday, 25th October.

SEATTLE MARU Sails on Monday, 25th October.

BANGKOK—Via Saigon. End of October.

KOHSE MARU Sails on End of October.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Japan Ports from Shanghai. Sunday, 10th October.

ARABIA MARU (From Shanghai) Sunday, 10th October.

NEW YORK—Via Japan ports, San Francisco and Panama. Beginning of October.

ARGON MARU (From Keelung) End of September.

JAPAN PORTS. Wednesday, 13th October.

HAMBURG MARU Sails on Friday, 15th October.

KEELUNG via SWATOW & AMOY. Sunday, 10th October noon.

HOZAN MARU Sails on Wednesday, 8th October noon.

TAKAO via SWATOW & AMOY. Monday, 25th October.

TAKAO via SWATOW & AMOY. Monday, 25th October.

DAIREN via CHEFOO and TSINGTAU.

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Tel. Central No. 4093, 4099, 4090. M. TAKEUCHI, Manager.

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"CITY OF CAIRO" 10,145 tons d.w. sailing 3rd Dec.

The above modern passenger steamers will be despatched as above for Boston and New York via Philippine Islands, Straits, Colombo and Suez Canal, arriving in New York on or about 5th January and 2nd February respectively. Fares \$100.—Single First Class \$70.—Single Second Class.

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THE KAILAN MINING ADMINISTRATION. DODWELL & CO., LTD., Agents, Hongkong.

SHIPPING SECTION.

SOLE SURVIVOR.

1 WOMAN OUT OF CREW OF 22.

A MUTUAL FRIEND.

Chan Chau, a Chinese, who lives at Tai Ah Chau (on the So Ko Islands, New Territory), has had the unique experience of picking up two lots of shipwrecked fishermen.

The second lot, it should be stated, consisted of only the sole survivor—the widow of the master who was drowned with his crew of 20.

These narratives, told at Cheung Chau police station on Sunday, are a sequel to last Monday's typhoon. At noon that day, fishing junk No. 780 of Hong Kong was drifting off Lih Tin Island (in Chinese waters, on the way to Canton).

When the boat capsized, 19 of the whole crew of 32 (including the master) clung to a dinghy which had been washed loose.

Widow Swims 27 Hours.

The other 13 are supposed to have perished. The 19 survivors were in the water for 5 hours after which they were washed ashore. Befriended by Chan Chau, they stayed till the weather had abated and then returned.

The woman who was also saved by Chan Chau belonged to another fishing junk which foundered at 3 a.m. off Sam Mei Island.

She and her husband held on to a spar for 11 hours when the man lost his grip and went down. The 20 men in the crew were not seen at all.

It was not till noon on Tuesday, having been in the sea for 27 hours, that the widow was swept ashore at Tai Ah Chau. She came back with the other party and also made her report.

SHIPPING NOTES.

VESSELS FROM FAR AND NEAR.

LATEST INTELLIGENCE.

The R.M.S. "Empress of Asia" arrived this morning from Vancouver via ports with passengers, cargo and mail from America and Canada for discharge here. She will sail for Manila to-morrow at 5 p.m.

The Blue Funnel steamer "Calchas" arrived this morning from Vladivostok via Shanghai. She had 4 tons of cargo only for Hong Kong, but has on board over 7,000 tons of general cargo for ports beyond. She will sail for Manila, Seattle and London, via ports, as soon as she finishes loading here.

The "President Jackson" of the Admiral Line, coming from Manila en route to Seattle via ports, is expected to arrive to-morrow at daylight.

From Portland, Oregon, the s.s. "West Cadron" arrived this morning with a cargo of 600 tons for Hong Kong. The Columbia Pacific S.S. Co. will despatch her for Manila this afternoon.

The "Hawaii-Marui" of the O.S.K. arrived yesterday afternoon from Yokohama and brought 4,536 tons of cargo consisting of matches, and cotton goods. She also brought 23 bags of mail and 12 first-cabin passengers. She is scheduled to sail for South America via Saigon this afternoon.

From Trieste via Singapore the Italian steamer M.M. "Viminale" arrived this morning with a cargo of 82 tons. She will load for Shanghai, Kobe and Yokohama and will be despatched by Messrs. Dodwell & Co. this afternoon.

The Dutch steamer "Van Overstraten" coming from Deli and Singapore records the death of three steerage passengers who were buried at sea. She also brought 700 tons of cargo for Hong Kong.

With a cargo of 637 tons for Hong Kong and 48 tons to be transhipped to Canton, the s.s. "Foon-shing" of the Indo-China S.N. Co. arrived this morning from Shanghai and Foochow.

The "Hang Sang" also of the same company arrived this morning from Calcutta via Singapore and brought 10,145 tons of cargo and 63 bags of mail for Hong Kong.

Messrs. Mackinnon, Mackenzie & Co. has been advised that the B.I. steamer "Shirala" will leave Amoy on September 7 for this port and is expected here on September 8 at p.m.

The s.s. "Arafura" of the Eastern Australian will sail this afternoon for Shanghai and Japan with passenger cargo and Siberia mail.

HARBOUR OFFENCES.

Two fishing junk masters were each fined \$5 at the Marine Court this morning for failing effectively to shade bright lights.

Another fishing junk master was fined \$15 for failing to exhibit regulation lights.

The master of a cargo junk was fined \$5 for mooring abreast 5 other junks alongside the s.s. "West Cadron."

CONSIGNEES' NOTICE.

Consignees of cargo per s.s. "Langton Hall" are reminded that goods remaining undelivered after October 11, will be subject to rent.

THE KAILAN MINING ADMINISTRATION.

We are informed by the Kailan Mining Administration that the total output of the administration's mines for the week ending September 16 amounted to 64,609 tons, and the sales during the period to 68,654 tons.

AMERICAN FAR EAST LINE FOR SAN FRANCISCO & LOS ANGELES.

FOR MANILA ONLY: S.S. "WEST FARALON" Oct. 5. United States Shipping Board STRUTHERS & BARRY, Managing Operators.

L. EVERETT, INC. General Agents. Phone C. 3098, 1st floor, Queen's Bldg.

PASSENGER LIST.

ARRIVALS.

List of passengers per R.M.S. "Empress of Asia" arrived from Vancouver via Ports, on October 5:-

Mrs. J. Crocker, Mr. D. C. Criecheimer, Mr. Lee Lum, Mr. H. Lancaster, Mr. H. T. Nicholson, Mrs. P. W. Parker, Miss F. Fales, Mr. H. H. Pouceto, Mr. E. Houllien, Mr. and Mrs. J. N. Reeder, Mr. J. B. Spruill, Mr. and Mrs. F. Taylor, Mr. and Mrs. E. W. Gibson, Miss A. D. B. Gibson, Miss H. B. M. Gibson, Miss Y. J. Thwaites, Mr. and Mrs. C. A. W. Viviani-Neal, Mr. and Mrs. T. A. Hays, Mr. C. P. Pong, Mr. C. T. Chan, Mr. Y. N. You, Mr. Y. M. Wong, Mrs. W. S. Pasmore, Master W. S. Pasmore, Mr. A. H. Boyd, Mr. J. V. Crewe, Mrs. Compton and two children, Mrs. L. Ede, Master J. Jones, Mr. S. J. Mr. J. C. Lush, Mr. U. L. A. Mohideen, Mr. and Mrs. N. F. Milner, Mr. H. F. Payne, Mr. C. B. Shank, Mr. H. Schals, Mr. D. Wegstaff, Mr. W. S. Watson, Mr. P. A. Wood, Mrs. H. B. Duff, Master Duff, Mr. W. Coin, Mrs. R. J. Peterson, Master B. Fearon, Mr. and Mrs. H. Ching, Miss M. Chohra, Mr. Kwan Yow-woon, Mr. Li Shou-nam, Mr. and Mrs. W. O. Law, Mr. Li Shui-kai, Mr. Lo Kung-mok, Mr. Y. W. Fui, Mr. and Mrs. S. Tom, Mr. O. F. Tan, Mrs. C. Wu, Miss Wu, Dr. Chinlin Woo, Mr. L. C. Wu, Mr. D. S. Wong, Mr. B. F. Wong, Mr. M. D. Sung, Mr. Kwan Yuk-ling, Mrs. M. M. Tingley, Mrs. V. T. Westfall and infant, Miss N. Anderson, Mr. E. Frooth, Miss M. Rosenberg, Mrs. R. E. Telford, Master Telford, Rev. and Mrs. F. Paffer, Miss N. A. Parker, Miss A. Robb, Mr. Moses Bach, Mr. Mark Bach, Miss L. W. Farnam, Miss M. F. Corwin, Mr. R. S. Eliso, Mrs. J. L. Graves, Miss E. P. O'Sullivan, Mr. and Mrs. J. Yorkston, Master Yorkston, Miss F. Au, Mr. Ip Ting-sun, Mr. Au Tso-siu, Mr. C. K. Chan, Mr. P. H. Ching, Mr. Cheung Maubin, Dr. Chan, Mrs. T. T. Chen, Mr. Lim Choo-fan, Mr. Chia Tzee-kim, Mr. H. H. Chan, Miss Chan (2), Mr. E. Chang, Mr. J. L. Chang, Mrs. Chang, Mr. T. Y. Fong, Mr. S. Y. Fong, Mr. Y. S. Hsu, Miss Lau Hai-fong, Mr. B. H. Lee, Mr. S. T. Moh, Mr. C. S. Lok, Mr. H. C. Ling, Miss S. H. Lou, Mr. S. F. Ling, Mr. S. Wong, Mr. Lung Song-hugh, Mr. S. Y. Pang, Mrs. L. C. Tso, Mr. Tam Wing-kong, Mr. Au Long-lin, Mr. Y. F. Wong, Mr. Y. K. Wen, Miss A. Wu, Mr. H. W. Wong, Mr. Wm. Yukohman, Mr. T. H. Yee, Mr. Yee Yip, Mr. Wm. K. Luke, Mr. Wong Sin, Mr. D. Singh, Mr. D. G. Beebo, Mr. A. L. Duffy, Mr. P. A. Johnson, Miss L. D. Kinknoes, Mr. A. Maluenda, Mr. P. Garcia, Mr. J. W. Gaffney, Miss A. L. Duffy, Miss M. Gaffney, Miss N. Allen, Mr. and Mrs. A. H. Colbran, Mr. A. Colbran, Miss H. Colbran, Miss E. Soranant, Mrs. W. E. Clark, Miss H. Dierks, Mr. N. Colbert, Mr. Woony Tung-ming, Mr. S. C. Kirkland, Mr. and Mrs. M. Leventhal, Mr. A. Leventhal, Mr. J. J. Noctor, Mr. C. H. J. Phelps, Mr. J. de Cantes, Mrs. E. A. Lanwo and four children, Mr. G. Simpson, Mr. and Mrs. E. Sobropono, and infant, Mr. and Mrs. J. Aoyagi, Mrs. D. S. Anderson, Miss M. S. Baker, Mrs. Black and two children, Mr. S. L. Frost, Mr. J. A. Malter, Miss M. G. Silaby, Mrs. E. C. Smith and three children, Mrs. W. J. Thorion and child, Mrs. E. A. Tynkeep, Mrs. A. C. Zimmermann and two children, Mr. S. R. Solemnick and Mrs. Vantour and child.

CANADIAN PACIFIC

EMPRESS EXPRESS QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA & VANCOUVER.

FROM HONG KONG 18 DAYS FROM SHANGHAI 15 DAYS FROM JAPAN 9 DAYS

STEAMERS	Leave	Arrive	Leave	Arrive	Leave	Arrive
Empress of Asia	Oct. 14	Oct. 17	Oct. 20	Oct. 21	Nov. 1	Nov. 1
Empress of Canada	Oct. 20	Oct. 21	Nov. 1	Nov. 6	Nov. 16	Nov. 16
Empress of Russia	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 20	Nov. 20
Empress of Asia	Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 23	Jan. 23
Empress of Canada	Feb. 25	Feb. 26	Feb. 27	Feb. 28	Feb. 13	Feb. 13
Empress of Russia	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6	Mar. 6
Empress of Asia	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27	Mar. 27
Empress of Canada	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17	Apr. 17
Empress of Russia	Apr. 10	Apr. 13	Apr. 16	Apr. 19	May 8	May 8
Empress of Asia	May 17	May 20	May 23	May 26	May 30	May 30
Empress of Canada	June 1	June 4	June 7	June 10	June 19	June 19
Empress of Russia	June 22	June 25	June 28	July 1	July 10	July 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

VANCOUVER TO EUROPE IN 12 DAYS

Direct connections with Atlantic Steamships at Montreal and Quebec (Summer) St. John (Winter).

SPECIAL FARES TO EUROPE

\$120

\$112

\$83

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
HONGKONG	VANILA	VANILA	HONGKONG
Oct. 6	Oct. 8	Empress of Asia	Oct. 9
Oct. 20	Oct. 22	Empress of Canada	Oct. 23
Oct. 20	Oct. 22	Empress of Russia	Oct. 23

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Regular Three-weekly Freight and Passenger Service.

PROJECTED SAILINGS

S.S. "LOK SUN"

Hong Kong	Arrival	Departure	Sailed
Jesselton			September 26
Sandakan			September 27
Tawau			September 28
Semporna			September 29
Lahad Datu			September 30
Sandakan			October 1
Jesselton			October 2
Sandakan			October 3
Jesselton			October 4
Sandakan			October 5
Jesselton			October 6
Sandakan			October 7
Jesselton			October 8
Sandakan			October 9
Jesselton			October 10
Sandakan			October 11

Excellent accommodation for Saloon, Second class and Steerage passengers. All First Class Staterooms and Second Class Cabins fitted with Electric Fans. Hotel reservations arranged at Sandakan and Hongkong if desired. Through Bills of Lading issued to B. N. Borneo Ports other than those named.

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July—December 1926.

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
JEYPORE	5,318	11th Oct.	S'pore, Pang, Cal'bo, B'bay & Karachi
MOREA	10,918	18th Oct.	Marseilles & London
NYANZA	7,923	25th Oct.	S'pore, Penang, Colombo & Bombay
KHIVAR	9,124	30th Oct.	Marseilles, London, Antwerp & Hull
ALPHE	5,273	8th Nov.	Singapore, Penang, Colombo & B'bay
MANTUA	10,902	15th Nov.	Marseilles and London
DEVANHA	8,155	22nd Nov.	S'pore, Penang, Colombo & Bombay
KARMALA	9,128	27th Nov.	Marseilles, London, Antwerp & Hull
NELLORE	8,852	9th Dec.	Singapore, Penang, Colombo & B'bay
MACE DONIA	11,089	15th Dec.	Marseilles and London
DELTA	8,097	23rd Dec.	S'pore, Penang, Colombo & Bombay
KHIVA	9,135	28th Dec.	Marseilles, London & Antwerp
NYANZA	7,923	8th Jan.	Singapore, Penang, Colombo & B'bay
MALWA	10,941	8th Jan.	Marseilles and London
KALYAN	9,144	22nd Jan.	Marseilles, London & Antwerp
MOREA	10,918	5th Feb.	Marseilles and London
KASHMIR	9,065	12th Feb.	Marseilles, London and Antwerp
MANTUA	10,902	19th Feb.	Marseilles, London and Antwerp
KASHGAR	9,065	12th March	Marseilles, London, Antwerp & B'ham
MONGOLIA	16,504	19th March	Marseilles & London
MACE DONIA	11,120	2nd April	Marseilles & London
DEVANHA	8,155	9th April	Marseilles, London & Antwerp
KARMALA	9,128	16th April	Marseilles, London & Antwerp
MALWA	10,941	30th April	Marseilles and London
KHIVA	9,135	13th May	Marseilles, London & Antwerp
MOREA	10,918	28th May	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo, to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIRALA	7,841	10th Oct.	Singapore, Penang & Calcutta
TALMA	10,000	17th Oct.	Singapore, Penang & Calcutta
TAKADA	9,949	8th Nov.	Singapore, Penang & Calcutta
TAKLIWA	7,936	10th Nov.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	5,000	5th Oct.	Morla, Sandakan, Thursday Island,
TANDA	8,956	2nd Dec.	Townsville, Brisbane, Sydney, &
ST. ALBANS	4,500	31st Dec.	Melbourne.
ARAFURA	5,000	23th Jan.	
TANDA	8,956	4th March	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu, Kolambang, Tawee, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ARAFURA	5,000	5th Oct.	Moji, Kobe & Yokohama
MANTUA	10,902	10th Oct.	Shanghai, Moji and Kobe
TAKADA	9,949	16th Oct.	Shanghai, Moji, Kobe & Osaka
TAKLIWA	7,936	22nd Oct.	Kobe.
MIRZAPORE	7,715	23rd Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji and Kobe
DEVANHA	8,155	30th Oct.	Shanghai, Moji and Kobe
TANDA	8,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama
NELLORE	8,852	18th Nov.	Shanghai, Moji and Kobe
DELTA	8,097	14th Nov.	Shanghai, Moji & Kobe
KHIVA	9,135	22nd Nov.	Shanghai, Moji & Kobe
MACE DONIA	11,089	26th Nov.	Shanghai, Moji and Kobe
ST. ALBANS	4,500	17th Dec.	Moji, Kobe, Osaka and Yokohama
MALWA	10,941	10th Dec.	Shanghai, Moji and Kobe
NYANZA	7,923	11th Dec.	Shanghai, Moji & Kobe
KASHMIR	8,985	18th Dec.	Shanghai, Moji and Kobe
PERIM	7,648	18th Dec.	Shanghai.
KALYAN	9,114	24th Dec.	Shanghai, Moji and Kobe
ARAFURA	5,000	4th Jan.	Moji, Kobe, Osaka and Yokohama
MOREA	10,918	7th Jan.	Shanghai, Moji & Kobe
DEVANHA	8,155	8th Jan.	Shanghai, Moji and Kobe
KASHGAR	9,065	21st Jan.	Shanghai, Moji and Kobe
NELLORE	8,852	21st Jan.	Shanghai, Moji and Kobe
MANTUA	10,902	4th Feb.	Shanghai, Moji and Kobe
TANDA	8,956	8th Feb.	Moji, Kobe, Osaka & Yokohama
MONGOLIA	16,504	17th Feb.	Shanghai, Moji and Kobe
NYANZA	7,923	18th Feb.	Shanghai, Moji and Kobe
MACE DONIA	11,120	4th March	Shanghai, Moji and Kobe
ST. ALBANS	4,500	8th March	Moji, Kobe, Osaka & Yokohama
DEVANHA	8,155	13th March	Shanghai, Moji & Kobe
KARMALA	9,128	18th March	Shanghai, Moji & Kobe
MALWA	10,940	1st April	Shanghai, Moji & Kobe
ARAFURA	5,000	5th April	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
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VICHY GRANDE-GRILLE For Liver trouble and Biliousness
VICHY HOPITAL For Indigestion
Refuse substitutes. — Mentions name of Spring required.

TANKER—BLOWS UP.

TERRIFIC EXPLOSION SCARES THE PEOPLE.

10 KILLED AND 35 INJURED.

Yokohama, September 15.—Ten persons were killed and 35 injured when a tanker suddenly exploded in dry-dock here yesterday. The vessel in question was the "Koyo Maru," formerly the British vessel "Antherill" which was recently bought by the Nippon Tanker Company. The killed and injured were workmen who were busy overhauling the ship. The actual cause is yet the subject of an inquiry, but it is believed that there was some oil in the tank and that the intense heat induced spontaneous combustion, resulting in the explosion.

The ship was badly damaged, both through the explosion and from the resulting fire. On the starboard side the heat melted the steel plates, while the explosion practically blew the stern of the vessel into pieces. None of the injured was so badly mutilated or burnt as to prevent identification.

The force of the explosion was so great that it rocked the ground around for hundreds of yards. Some thought it was an earthquake and fled into the open from the offices in which they were working. When news of the accident became known, the dock was crowded with the wives and children of the men known to be at work on the tanker and their wails and lamentations added to the general confusion.

Burns Itself Out.
Attempts were made to sink the ship by boring holes in the hull, but she suddenly listed and there was nothing else to do under the circumstances but to let the fire burn itself out. No one could be induced to go aboard her for some time for fear that there was more oil and further explosions would ensue.

The amount of the damage is yet unknown. The "Koyo Maru" was bought by Japanese interests only three days ago. She is of 10,000 tons gross and was sold for Yen 700,000. Just alongside of her was the West Faralon, a Struthers and Barry operated vessel which, for a time, was in imminent danger of taking fire too. The efforts of the crew of the "West Faralon" and of Japanese fire-fighters, however, proved successful. The "West Faralon" struck a reef a few miles from Yokohama and is in dry-dock here undergoing repairs.

WANHSIEN SEQUEL.

Peking, September 29.
Vernacular papers here are expressing indignation at the fact that the Wanhsien affair is about to be solved locally as a result of the negotiations which are now being conducted between the British Consul and the Chinese Commissioner for Foreign Affairs at Ichang and state that the above fact is indicative of the failure of China's diplomacy and of Great Britain's success.—"Toho."

The Clyde shipyard output for August was 14 vessels, with a total tonnage of 81,993, compared with the July output of 12 vessels and 12,897 tons.

PANAMA CANAL.

FIRST SIX MONTHS SHOWS GREAT CARGO TONNAGE.

TANKER TRAFFIC GROWS.

The Panama Canal had its greatest year, excepting 1923-24, during the fiscal year ended June 30, 1926, according to the figures just made available at the Department of War. In the year just closed, 24,744,591 tons of shipping passed through the canal, as compared with 22,855,151 in 1924-25, and 26,148,878 in 1923-24. In the fiscal year 1922-23, the total was 18,605,786.

The oil tanker traffic in 1923-24 was responsible for the great total of that year, 10,212,047 tons of tanker ships transiting the canal in the 12 months. Exclusive of tanker traffic, the year just closed (1925-26) was 15 per cent. over 1923-24, and 12 per cent. over 1924-25. The gain in commercial traffic other than oil shipments in 1925-26 was more than 2,500 net tons over the banner year of 1923-24. In the year just closed tanker traffic was 25 per cent. of the total, while in 1923-24 it was 39 per cent.

Tanker Traffic Now on Increase.
The tanker traffic in the last six months of the fiscal year, that is, the first six months of 1926, has shown an increase. The official statement of traffic in the Panama Canal Record states that "the trend of tanker traffic through the canal in the immediate future will depend largely upon the development of the Colombian and Venezuelan oil fields."

The detailed tables of transits during the last two fiscal years show that, in 1925-26, 5,197 ships went through the canal, as compared with 4,673 in 1924-25. The cargo tonnage was in excess of the registered net tonnage of these ships, the cargo transited in 1925-26 being 26,037,448 and, in 1924-25, 23,968,448 tons. The figures show a like increase in number of transits, net tonnage and cargo tonnage for each month over the corresponding month in the previous year.

Greatest Traffic in History.
The report notes that in the first six months of 1926 the cargo tonnage through the canal was the greatest in any six months in the canal's history regardless of the nature of the cargo, which, as noted above, however, recorded an increase of oil shipments. The cargo tonnage in these six months was 13,881,850 tons.

The figures for June, 1926, indicate this increase in oil tonnage. In that month 101 tank ships transited the canal, with an aggregate net tonnage, Panama Canal measurement, of 585,000 tons. These ships paid \$519,171.32 in tolls. In point of net tonnage, tanker traffic last month showed an increase of approximately 31.4 per cent. over the same traffic for the corresponding month a year ago, while cargo tonnage showed an increase of 20.2 per cent. over the cargo tonnage of June, 1925.

Tank ships in June, 1926, comprised 24.1 per cent. of the total commercial transits of the Canal during the month; made up approximately 29.4 per cent. of the total Panama Canal net tonnage; were the source of 28 per cent. of the total tolls collected; and carried approximately 27.8 per cent. of the total cargo in transit through the Canal.

The number of transits of tank ships last month from Atlantic to Pacific was 49 and from Pacific to Atlantic 52; in June, 1925, they were respectively 34 and 42. From Atlantic to Pacific, 13 were British and 35 American, last month, while from Pacific to Atlantic 8 were British and 42 American. The 13 British tankers going west carried a total of 7,203 tons of oil, while all the American tankers were in ballast. On the return trip, Pacific to Atlantic, the British ships carried 88,329 tons of oil and the American, 479,050 tons, indicating that the trend of shipments of oil is still overwhelmingly from the California fields to the Atlantic. The heaviest single day on the Canal last month was, June 8, when 25 ships transited, having an aggregate net tonnage of 112,354, and paying \$106,666.31 in tolls. No record was established, although the day was the largest in several months.

MOVEMENTS OF STEAMERS.

The B. I. s.s. "Shirala" will leave Amoy for this port on October 7 at p.m. and is due here on October 8 at about 5 p.m.

The C.P.S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on September 30 and is due here on October 18.

The M.V. s.s. "Sumatra" (Swedish East Asiatic Co., Ltd.), left Antwerp on September 19 and is due here on or about October 29.

The M.V. s.s. "Japan" (Swedish East Asiatic Co., Ltd.), left Rotterdam on September 19 and is due here on or about October 29.

CONSIGNEES' NOTICE.

Consignees of Cargo per s.s. "Belmond" are reminded that goods remaining undelivered after October 11, will be subject to rent.

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No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 11th instant will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th instant or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th instant at 10 a.m. No Fire Insurance has been effected.

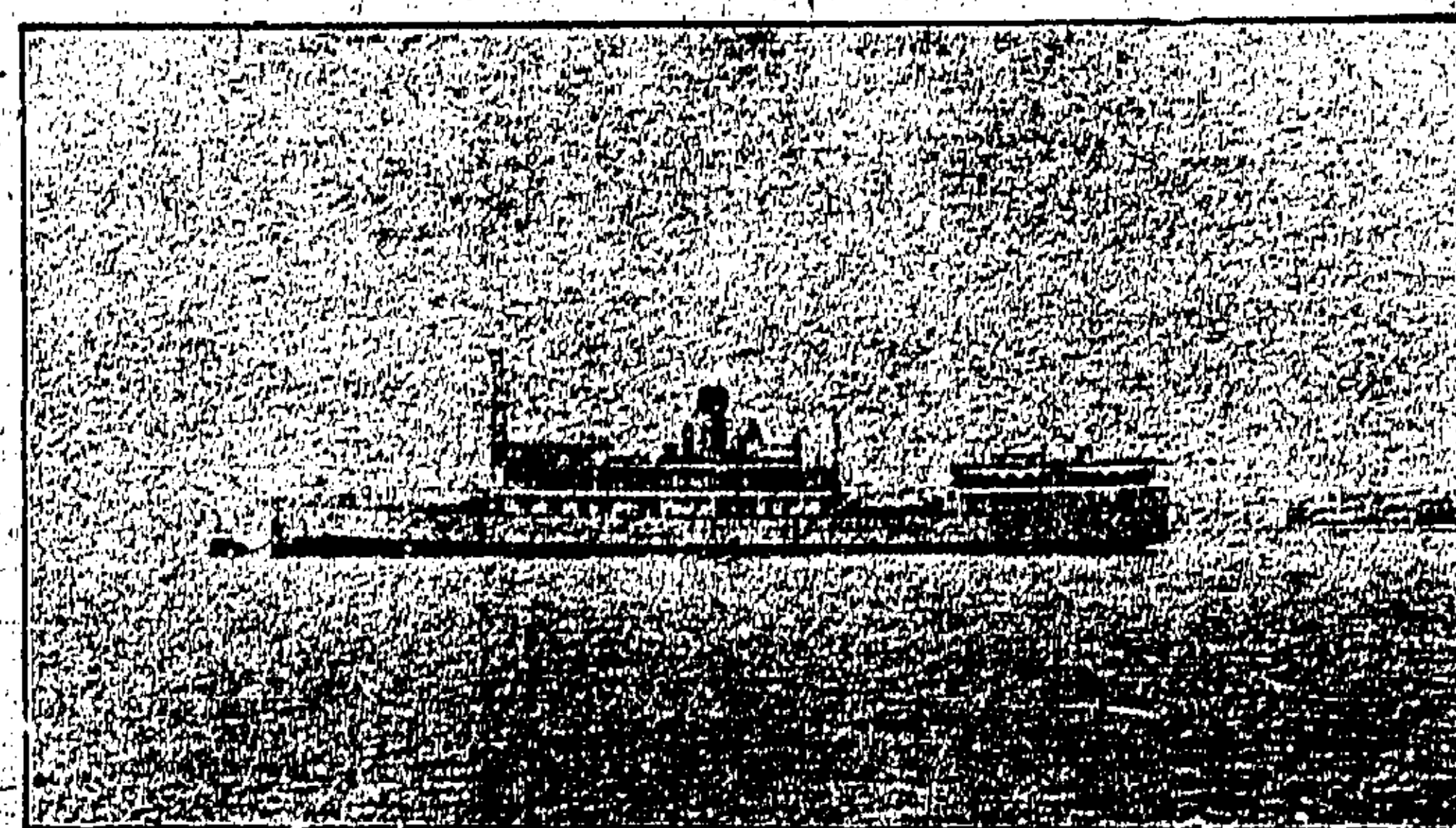
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KOREA MARU	Tuesday, 2nd November.
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ANYO MARU	Saturday, 6th Nov., at Nochi
BOKUYO MARU	Saturday, 27th November.
MARSEILLES, LONDON & ANTWERP via Singapore & Port.	
KITANO MARU	Saturday, 9th October.
HARUNA MARU	Saturday, 23rd October.
SYDNEY & MELBOURNE via Manila & Port.	
AKI MARU	Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU	Wednesday, 24th November.
NEW YORK and/or BOSTON via PANAMA.	
LISBON MARU	Friday, 20th October.
TSUYAMA MARU	Thursday, 11th November.
BUENOS AIRES via Singapore, Durban & Cape Town.	
KANAGAWA MARU	Friday, 15th October.
BOMBAY via SINGAPORE & COLOMBO.	
TAMBA MARU	Monday, 11th October.
TOTTORI MARU	Friday, 20th October.
CALCUTTA via SINGAPORE, PENANG & RANGOON.	
MALACCA MARU	Friday, 8th October.
RANGOON MARU	Monday, 18th October.
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MISHIMA MARU	Saturday, 16th October.
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BIRTHS.

GOODEVE.—On September 17,
1926, at "The Firm," Kandy, to
the wife of G. W. Goodeve,
Kudanya Estate, Hutton, a son,
MYERS.—On September 18, 1926,
at Keenagaha Ella, Balangoda,
Ceylon, to the wife of Captain
P. P. Myers, a son.

PARMENTER.—On September 17,
1926, at Hutton Nursing Home,
Ceylon, to Bernice, wife of
Rev. G. E. P. Parmenter, a son.

Hongkong, Tuesday, October 5, 1926.

"UNEQUAL" TREATIES!

It does not greatly matter to the
Powers what kind of Government
or Governments are installed in
China, save and except any that
are determined to flout interna-
tional Treaties and menace the
lives and property of foreigners.
In the latter case it is, and always
will be, the bounden duty of the
respective Powers to take all ade-
quate measures to bring such a
Government to their senses,
and to teach them that
Treaties are made to be
respected by both contracting
parties thereto. If any particu-
lar Treaty or Treaties are
regarded by any section of the
Chinese to be "unequal," or unfair
the blame therefore cannot wholly
be laid on the shoulders of the
Powers; equally culpable must be
those Chinese statesmen who put
their signatures thereto. To condemn
certain Treaties as "un-
equal" is merely to castigate
China herself. Why should the
"foreign Imperialists"—that
catchword of the pro-Bolshevik
party in China—alone have to
bear all the brunt and be singled
out for venomous attacks? Those
Chinese who indulge in such
claptraps as "hunting dogs of the
foreigners," the "foreign Imper-
ialists," and so forth are
atrociously poor students of
China's own past history.

Treaties are made for a purpose.
They are framed in accordance
with the exigencies of the
moment. If certain of the terms
are harsh, that in itself implies
a previous falling from grace of one
of the contracting parties. But
Treaties can always be reviewed,
amended, or modified at some
later date. Under altered circum-
stances no civilized nation would
stand for the continuance of
Treaties the terms of which are
obsolete and, therefore, "unequal"
by the virtue of altered circum-
stances. Moreover, what does

the League of Nations exist for if
it is not to examine such griev-
ances as "unequal" Treaties?

In the scrapping of old Treaties
and the framing of new Treaties,
however, regard must be had to
the prevailing mentality of both
contracting parties and the will
and the ability of both to ensure
the due fulfilment of all obliga-
tions undertaken. If it takes two
to make a quarrel it likewise takes
two to keep a Treaty. Is China
to-day in a fit state to be given
new Treaties—Treaties, that is, of
a nature that she could regard as
an improvement on the old? The
whole country is disrupted by
civil war. There is no strong Cen-
tral Government. The North and
South are at daggers drawn, each
endeavouring by hook or by crook
to gain the ultimate permanent
mastery. And yet, in the height
of all this welter of blood and
amid all the "buying" of Generals
by the opposing factions, certain
sections in China can find time to
repeat the parrot cries of "un-
equal" Treaties, "the yoke of the
foreigners," "the hunting dogs of
the foreigners," etc., and to pour
out on the Powers volleys of
verbal abuse! That, surely, is a
very ill-advised way in which to
plead for the abolition of "un-
equal" Treaties! The violation
of existing Treaties, at the bidding
of the emissaries of Moscow, stri-
kely cannot strike the most
sagacious of China's leaders as an
ideal method of securing relief
from "unequal" Treaties. The
threat of not abstaining from the
illegal boycott of foreign goods
for a single day is not likely to
impress outsiders with the sin-
cerity of China's case in her re-
lations with the Powers! If "un-
equal" Treaties do exist it looks
as if the greatest cause for
grievance lies on the side of the
Powers by the continuous and pro-
vocative breaches thereof by the
Chinese.

Viva a Republica Portuguesa.

Sixteen years ago to-day a re-
public was proclaimed in Portugal
and a provisional Government
was established with Dr.
Theophile Braga as the Provisional
President. To-day the Portu-
guese community of Hong Kong
are celebrating the birthday of
their Republic, and on behalf of
our readers, we extend to them
hearty and cordial greetings. The
reasons for which Portugal is
neglected, are precisely those
which in some eyes make her lov-
able. For half a century art has
done almost nothing for the
natural river highways; and the
Douro, the Guadiana and the
Tagus flow through the country
like wandering rivulets of great
English parks. The large towns
of the interior look like pretty
kiosks; rising above flowing
thickets; peaceful retreats, soli-
tude animated with a life that
jogs along quietly and does not
go with leaps and bounds as in
France, where a satisfied human-
ity stands still, instead of rushing
into the unknown risks of the
future. Truly a child-like na-
ture, satisfied with little, pursuing
the ideal, economical without
avarice, pure in morals, sober,
generous, hospitable, the Portu-
guese have bred heroes in place
of diplomats, poets in place of
capitalists; they knew how brave-
ly to defend their country against
the Romans, the Arabs and the
Spaniards, and, still more recent-
ly, against the army of Napoleon.
They have kept themselves a free
nation; independent and original,
possessing a language, a litera-
ture, distinct manners and cus-
toms, and governed politically
since 1910, by one of the most
liberal constitutions in Europe.

Viva a Republica Portuguesa!

CORRESPONDENCE.

INTERPORT LAWN BOWLS SEQUEL.

[To the Editor of the "China Mail."]
Sir,—As a player of the game
of lawn bowls, I wish to take ex-
ception to uncharitable remarks
published both by Mr. Wm.
Wotherspoon (vice-president of
the H.K.L.B.A. and skip of the
interport team against Shanghai),
and by Mr. C. J. Tacchi (hon. sec.
to the H.K.L.B.A. and a member
of the selection committee).
In the interests of the game and
if a public scandal is to be avoided,
I wish to ask the controversialists
to restrict themselves to facts.
Mr. Wotherspoon has had his say,
Mr. Tacchi has followed and you
publish a denial of imagination.
Passages objected to as showing
signs of bias outside of the issue
are:—

By Mr. Wotherspoon:—
"To me it still seems absurd
that a man who had resigned
from the Selection Committee
and played for his place as a
player and got badly beaten in
the trial game should have been
afterwards put on as the all-
powerful selector of the team."
I fail to see how a man's play-
ing capacity has anything to do
with his selection capabilities. If
selectors must be players par
excellence there would be no need
to pick anybody else. One can be
a rotten player but a fine judge.

"I would here emphasize that
Mr. Gow, although putting him-
self forward as a candidate for
playing in this Interport team,
had never during the past season
played in any League matches."
All the emphasis Mr. Wothers-
poon can lay will make no differ-
ence—obviously a red herring.
The biggest mug can put himself
forward as a candidate for Vice-
Chancellor of Cambridge (and
may get the job). Mr. Gow's ab-
sence from the League has
nothing to do with his captaincy,
managership, or any other asso-
ciation with the H.K. interport
combination. The H.K.L.B.A.
gave him certain authority and
they are the highest local author-
ity for the game.

I agree with Mr. Wotherspoon
when he says, that "Mr. Gow's
appointment as sole dictator was
very unfortunate for Hong Kong."
The chopping and changing could
not have conducted to getting the
best team-work.
As regard Mr. Wotherspoon's
account of his part in the inter-
port game, an impartial critic can
only—on what he provides—
exonerate him from failure and
give him credit for having done
his very best.

By Mr. Tacchi:—
If Mr. Wotherspoon was satis-
fied with the selection committee
he would not have proposed an
amendment.

"The inference to be drawn
from this is that he considers
him to be the only bowler in
Hong Kong capable of acting as
Captain of the team, assuming,
of course, that he has no personal
animosity against Mr. Gow. He
goes on to state that Mr. Holland
and himself both 'understood'
that the team had been selected
in Hong Kong. It would be in-
teresting to know from what
source this vital understanding
was obtained."

The first sentence is very un-
charitable and fails altogether if
it was meant to be a scathing
criticism. Mr. Wotherspoon
thought he was the skip and cap-
tain of the team, the other mat-
ters being subsidiary to the interports.
Re the second and third sen-
tences: Why did not Mr. Tacchi
at the time publish the team as
officially chosen? And if the
team published by you was wrong
why did Mr. Tacchi not deny it?

The last two paragraphs are
very sensible.
"To you and all concerned, Sir,
I would point out that everything in
black and white is the best pre-
ventative. Mr. Wotherspoon erred
in not asking for a mandate but
took things for granted. The
selection committee erred in not
defining the position beforehand.
Mr. Gow had his authority and
acted on it, but unwisely in aiming
at the maximum of fun for
everybody" instead of concentra-
ting on one rink. Meanwhile I
advise everybody including myself
to shut up forthwith instead of
washing linen.

When the "Sunday Herald" has
answered the obvious question
Mr. Wotherspoon asks (on per-
sonal playing honours) the matter
is completely closed.

Enclosing my card,

Yours, etc.,

DIGENES.

Hong Kong, October 4.

H.K.-CANTON RELATIONS.

[To the Editor of the "China Mail."]
Sir,—Your correspondent,
G. K. Chang, says in his letter in
your issue to-day that the Canton
Government is "our undesirable
neighbour."

In my opinion, the contrary is
the truth. Canton is our most

desirable neighbour. Because
Hong Kong has on numerous oc-
casions expressed its friendship
and goodwill towards Canton.
Everybody in this colony, ex-
cept of course G. K. Chang, wants
to call off this boycott and to re-
sume normal relation and traffic
between us and that city.

These are the undeniable facts.
If Canton is an "undesirable
neighbour," why not let the pre-
sent condition remain where it
is? We mind our own business,
and Canton takes care of itself.
But facts show that the con-
tinuation of friendly terms be-
tween Hong Kong and Canton is
desired by all save perhaps your
correspondent, G. K. Chang.

Your correspondent is unduly
alarmed in saying that with the
resumption of intercourse be-
tween the two ports, "there will
be a tremendous amount of 'Red'
element pouring out from Canton
into this Island to conduct their
mischievous service."

Assuming for the sake of argu-
ment only, if there are "reds"
wishing to start trouble here, they
should come now. They can
come here now with as much
ease as after the settlement of
the boycott. Why wait?

What evidence has your corres-
pondent in supporting such
statement? No suggestion has
been made to Canton asking that
no Reds be permitted to come to
Hong Kong. The truth is that
Canton has no more Reds than
New York or London.

The Hong Kong Government
knows how to handle the situa-
tion, and your correspondent's
Red advice serves no other pur-
pose than to create ill-feeling
which sensible persons like to
avoid.

Yours, etc.,

MENTOR.

Hong Kong, Oct. 4.

USE OF WORD "KWAI"

[To the Editor of the "China Mail."]
Sir,—I read with interest the
letter of "Refinement" published
in your paper last Thursday on
the subject of the use of "Kwai"
among the illiterate class of the
Chinese community. I am glad
that "Refinement" finds that this
now common expression to denote
all foreigners is only used among
this class. From my own experi-
ence in many parts of China I
have found this expression used
by all classes and in the majority
of cases without any idea of in-
flicting an insult but just as an
expression to indicate the
foreigner.

I think in a large number of
cases the main trouble between
Chinese and foreigners is that
both sides are too apt to imagine
insults where none is meant.

Enclosing my card,

Yours, etc.,

Hong Kong, October 5.

"A PEOPLE OF THE AIR"

[To the Editor of the "China Mail."]
Sir,—Your correspondent
"Monitor" raises an interesting
question and, synchronising as his
letter did, with Captain Cobnam's
return from his flight to
Australia, provides material for
much study.

In the course of his speech
when introducing the air estimates
in the House of Commons last
February, Sir Samuel Hoare, Sec-
retary of State for Air, said that
his air policy was to provide
Home defence against air attack;
to provide air defence in suitable
parts of the Empire to undertake
the required air work for the
Army and Navy; to develop civil
air routes over the face of the
Empire and to "help the British
people to become a people of the
air."

Sir Samuel Hoare is certainly
to be congratulated upon this
policy as regards the promotion
of civil flying and the expansion
of air knowledge. The growing
safety and controllability of aero-
planes has an important bearing
upon the newest and most signi-
ficant of all developments in
aviation—that of the popular
State-aided flying club. There
are, I understand, already five
light aeroplane clubs in Britain
with over a thousand members.
A sum of £20,000 is being spent
by the Air Ministry in the encour-
agement of this scheme and it may
be anticipated that further grants
will follow. That State aid is well
justified may be judged from the
fact that each pilot trained by the
clubs will be expected to join the
Royal Air Force Reserve, and this
means that Britain will be build-
ing up that human reservoir of air
power which will be all-important
in any emergency of the future. In
another great world struggle,
should it come, aeroplanes of
metal will pour from the factories
upon a mass production plan and
the great problem will not be
machines, but airmen; hence, the
national importance of any move-
ment which produces pilots in
times of peace.

Yours, etc.,
IONIDES.

Hong Kong, October 5.

WEDDING BELLS.

UNION INSURANCE MAN MARRIED.

SOMMERFELT—BIRCHALL.

St. John's Cathedral was the
scene of a pretty wedding yester-
day afternoon, the parties being
Mr. Allister Sommerfelt (of the
Union Insurance Society of Canton,
Ltd.), son of Mrs. Sommerfelt and
the late Captain Sommerfelt; and
Miss Edith Dorothy Lillian
Birchall, daughter of Mr. C.
Herbert Birchall, J.P. and Mrs.
Florin Birchall, J.P. (of Wallasey,
Cheshire, England).

The Rev. G. H. Hewitt, Naval
Chaplain, officiated.

The bride, who was given away
by her mother, looked charming in
a dress of champagne lace over
georgette with hat en suite. She
carried a bouquet of crimson roses.

The bride's mother was attired in
black marocain with pink under-
dress.

Mr. J. W. Alabaster was best
man.

Mr. F. Mason, at the organ, played
the "Bridal March from Lohen-
grin."

Following the ceremony, which
was attended by many friends of
the bride and bridegroom, a recep-
tion was held at "Hillcrest," the
Punk, following which Mr. and
Mrs. Sommerfelt left for Fanning,
where the honeymoon is being
spent.

The bride travelled in a beige
crepe de chine jumper suit.

The bride's gift to the bride-
groom was a gold wrist watch and
that of the bridegroom to the bride
a string of pearls.

SILVER WEDDING.

PRESENTATION TO MR. GEOG. DUNCAN.

Yesterday a presentation was
made to Mr. G. Duncan, of the
H. K. Whampoa Dock Co. on the
occasion of his silver wedding. A
large number of the European
members of the staff gathered in
the Reading Room under the
Chairmanship of Mr. Maenskill
who said there may have been
silver weddings among them before
but this was a case where they had
been married in the Dock. He
hoped that though most of them
did not expect to be there, they
would hear of their Golden Wed-
ding. The presentation was made
by Mr. R. Lapsley, the oldest mem-
ber of the Dock Staff. He said he
felt grateful to be allowed to make
the presentation as his wife had
been Mrs. Duncan's bridesmaid.
Mr. Duncan, he continued, was a
man who was always willing to go
out of his way, to do extra work
and to help others.

Mr. Duncan suitably replied, say-
ing that, on looking round he saw
several who were there when he re-
ceived his wedding present from
the then staff. He told them they
should not talk so much of him as
of his wife as she had a great deal
to do with everything. In his case
the phrase "better half" did not
express nearly enough.

Mr. Scott added:—
All of you are as well aware as
I how excellent a man our friend
Mr. Duncan is, and I venture to say
to his face what all of us think
that no more steadfast friend,
no cheerer chum exists amongst us,
although we have many kind
friends and neighbours in our
midst.

Twenty-five years is a long spell
gentleman, it exceeds one-third of
the generally allotted span of our
existence, for that space of time
however our friends Mr. and Mrs.
Duncan have been united by the
most sacred ties by which we
mortals can be bound.

All those years they have stood
as an example of domestic felicity
and we have watched with interest
and affection the sons growing up
to manhood, the ornaments of this
truly domestic hearth.

So gentlemen, let us be merry,
it is the twenty-fifth anniversary of
a happy day, often to be overtaken
let us hope in future years.

The spring is gone, it may be
the summer is passing, perhaps
but there is yet the golden autumn
of their lives to come, when the
harvest of good seeds shall be reaped
in troops of friends and loving
memories.

Tonight were given with musical
honours and several old friends of
Mr. Duncan's said a few words
after which an impromptu concert
was held.

FOR STIFF, SORE MUSCLES, TRY CHAMBERLAIN'S PAIN BALM.

REUMATISM and strains, stiff, swollen
joints of hands, feet or other parts
of the body, should be rubbed vigorously
with Chamberlain's Pain Balm. Owing
to its penetrating quality, the circula-
tion is stimulated throughout the con-
gested parts, relieving the pressure and
inflammation that cause the pain, and
recommended everywhere.

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVIA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
JEYPORE	5,518	11th Oct.	S'pore, Pang, Col'bo, B'bay & Karachi
MOREA	10,918	16th Oct.	Marseilles & London
NYANZA	7,023	27th Oct.	S'pore, Penang, Colombo & Bombay
KHYBER	9,114	30th Oct.	Marseilles, London, Antwerp & Hull
ALIPORE	5,273	8th Nov.	Singapore, Penang, Colombo & B'bay
MANTUA	10,902	13th Nov.	Marseilles and London
DEVANHA	8,155	25th Nov.	S'pore, Penang, Colombo & Bombay
KARMALA	9,128	27th Nov.	Marseilles, London, Antwerp & Hull
NELLORE	6,853	8th Dec.	Singapore, Penang, Colombo & B'bay
MACEDONIA	11,089	11th Dec.	Marseilles and London
DELTA	8,097	23rd Dec.	S'pore, Penang, Colombo & Bombay
KHYA	8,135	25th Dec.	Marseilles, London & Antwerp
NYANZA	7,023	6th Jan.	Singapore, Penang, Colombo & B'bay
MALWA	10,941	8th Jan.	Marseilles and London
KALYAN	9,144	22nd Jan.	Marseilles, London & Antwerp
MOREA	10,918	30th Feb.	Marseilles and London
KASHMIR	9,005	19th Feb.	Marseilles, London and Antwerp
MANTUA	10,902	5th March	Marseilles & London
KASHGAR	9,005	12th March	Marseilles, London, Antwerp & R'dam
MONGOLIA	10,504	19th March	Marseilles & London
MACEDONIA	11,120	2nd April	Marseilles & London
DEVANHA	8,155	15th April	Marseilles, London & Antwerp
KARMALA	9,128	18th April	Marseilles, London & Antwerp
MALWA	10,941	30th April	Marseilles and London
KHYA	9,135	14th May	Marseilles and London
MOREA	10,918	28th May	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports, by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SHIRALA	7,841	10th Oct.	Singapore, Penang & Calcutta
TALMA	10,300	17th Oct.	Singapore, Penang & Calcutta
TAKADA	9,043	18th Oct.	Singapore, Penang & Calcutta
TAKLIWA	7,936	19th Nov.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	19th Oct.	Manila, Sandakan, Thursday Island
TANDA	6,956	2nd Dec.	Townsville, Brisbane, Sydney, & Melbourne
ST. ALBANS	4,500	31st Dec.	
ARAFURA	6,000	28th Jan.	
TANDA	6,956	4th March	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated on offers.

Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	5th Oct.	Moji, Kobe & Yokohama
MANTUA	10,902	19th Oct.	Shanghai, Moji and Kobe
TAKADA	9,043	19th Oct.	Shanghai, Moji, Kobe & Osaka
TAKLIWA	7,936	22nd Oct.	Kobe
MIRZAPUR	6,715	23rd Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	28th Oct.	Shanghai, Moji and Kobe
DEVANHA	8,155	30th Oct.	Shanghai and Kobe
TANDA	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama
NELLORE	6,853	13th Nov.	Shanghai, Moji and Kobe
DELTA	8,097	14th Nov.	Shanghai, Moji & Kobe
KHYA	8,135	22nd Nov.	Shanghai, Moji & Kobe
MACEDONIA	11,089	25th Nov.	Shanghai, Moji and Kobe
ST. ALBANS	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama
MALWA	10,941	10th Dec.	Shanghai, Moji and Kobe
NYANZA	7,023	11th Dec.	Shanghai, Moji & Kobe
KASHMIR	9,005	18th Dec.	Shanghai, Moji and Kobe
PERIM	7,848	18th Dec.	Shanghai
KALYAN	9,144	24th Dec.	Shanghai, Moji and Kobe
ARAFURA	6,000	25th Dec.	Moji, Kobe, Osaka and Yokohama
MOREA	10,918	7th Jan.	Shanghai, Moji & Kobe
DEVANHA	8,155	8th Jan.	Shanghai & Kobe
KASHGAR	9,005	21st Jan.	Shanghai, Moji and Kobe
NELLORE	6,853	21st Jan.	Shanghai, Moji and Kobe
MANTUA	10,902	4th Feb.	Shanghai, Moji and Kobe
TANDA	6,956	8th Feb.	Moji, Kobe, Osaka & Yokohama
MONGOLIA	10,504	17th Feb.	Shanghai, Moji and Kobe
NYANZA	7,023	18th Feb.	Shanghai, Moji and Kobe
MACEDONIA	11,120	4th March	Shanghai, Moji and Kobe
ST. ALBANS	4,500	8th March	Moji, Kobe, Osaka & Yokohama
DEVANHA	8,155	13th March	Shanghai, Moji & Kobe
KARMALA	9,128	18th March	Shanghai, Moji & Kobe
MALWA	10,941	1st April	Shanghai, Moji & Kobe
ARAFURA	6,000	5th April	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-arriving steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passengers, Freight, Handbooks, etc., apply to:
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P. & O. Building, Connaught Rd. C, HONGKONG. Agents.

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For Liver trouble and Biliousness.
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Portage substitutes. - Mention name of Spring required.

TANKER BLOWS UP.

TERRIFIC EXPLOSION SCARES THE PEOPLE.

10 KILLED AND 56 INJURED.

Yokohama, September 15.—Ten persons were killed and 56 injured when a tanker suddenly exploded in dry-dock here yesterday. The vessel in question was the "Koyo Maru," formerly the British vessel "Antherill" which was recently bought by the Nippon Tanker Company. The killed and injured were workmen who were busy overhauling the ship. The actual cause is yet the subject of an inquiry, but it is believed that there was some oil in the tank and that the intense heat induced spontaneous combustion, resulting in the explosion.

The ship was badly damaged, both through the explosion and from the resulting fire. On the starboard side the heat melted the steel plates, while the explosion practically blew the stern of the vessel into pieces. None of the injured was so badly mutilated or burnt as to prevent identification.

The force of the explosion was so great that it rocked the ground around for hundreds of yards. Some thought it was an earthquake and fled into the open from the offices in which they were working. When news of the accident became known, the dock was crowded with the wives and children of the men known to be at work on the tanker and their walks and lamentations added to the general confusion.

Burns Itself Out. Attempts were made to sink the ship by boring holes in the hull, but she suddenly listed and there was nothing else to do under the circumstances but to let the fire burn itself out. No one could be induced to go aboard her for some time for fear that there was more oil and further explosions would ensue.

The amount of the damage is yet unknown. The "Koyo Maru" was bought by Japanese interests only three days ago. She is of 10,000 tons gross and was sold for Yen 700,000. Just alongside of her was the West Faron, a Struthers and Barry operated vessel which, for a time, was in imminent danger of taking fire too. The efforts of the crew of the "West Faron" and of Japanese fire-fighters, however, proved successful. The "West Faron" struck a reef a few miles from Yokohama and is in dry-dock here undergoing repairs.

WANHSIEN SEQUEL.

Peking, September 29. Vernacular papers here are expressing indignation at the fact that the Wanhsien affair is about to be solved locally as a result of the negotiations which are now being conducted between the British Consul and the Chinese Commissioner for Foreign Affairs at Ichang and state that the above fact is indicative of the failure of China's diplomacy and of Great Britain's success. "Toho."

The Clyde shipyard output for August was 14 vessels, with a total tonnage of 31,993, compared with the July output of 12 vessels and 12,897 tons.

PANAMA CANAL.

FIRST SIX MONTHS SHOWS GREAT CARGO-TONNAGE.

TANKER TRAFFIC GROWS.

The Panama Canal had its greatest year, excepting 1923-24, during the fiscal year ended June 30, 1926, according to the figures just made available at the Department of War. In the year just closed, 24,744,591 tons of shipping passed through the canal, as compared with 22,855,151 in 1924-25, and 26,148,878 in 1923-24. In the fiscal year 1922-23, the total was 18,606,786.

The oil tanker traffic in 1923-24 was responsible for the great total of that year, 10,212,047 tons of tanker ships transiting the canal in the 12 months. Exclusive of tanker traffic, the year just closed (1925-26) was 16 per cent. over 1924-25, and 12 per cent. over 1923-24. The gain in commercial traffic other than oil shipments, in 1925-26 was more than 2,500 net tons over the banner year of 1923-24. In the year just closed tanker traffic was 25 per cent. of the total, while in 1923-24 it was 39 per cent.

Tanker Traffic Now on Increase. The tanker traffic in the last six months of the fiscal year, that is, the first six months of 1926, has shown an increase. The official statement of traffic in the Panama Canal Record states that "the trend of tanker traffic through the canal in the immediate future will depend largely upon the development of the Colombian and Venezuelan oil fields."

The detailed tables of transits during the last two fiscal years show that, in 1925-26, 5,197 ships went through the canal, as compared with 4,673 in 1924-25. The cargo tonnage was in excess of the registered net tonnage of these ships, the cargo transited in 1925-26 being 26,037,448 and, in 1924-25, 23,958,448 tons. The figures show a flat increase in number of transits, net tonnage and cargo tonnage for each month over the corresponding month in the previous year.

Greatest Traffic in History. The report notes that in the first six months of 1926 the cargo tonnage through the canal was the greatest in any six months in the canal's history regardless of the nature of the cargo, which, as noted above, however, recorded an increase of oil shipments. The cargo tonnage in these six months was 13,831,850 tons.

The figures for June, 1926, indicate this increase in oil tonnage. In that month 101 tank ships transited the canal, with an aggregate net tonnage, Panama Canal measurement, of 585,000 tons. These ships paid \$519,171.32 in tolls. In point of net tonnage, tanker traffic last month showed an increase of approximately 31.4 per cent. over the same traffic for the corresponding month a year ago, while cargo tonnage showed an increase of 20.2 per cent. over the cargo tonnage of June, 1925.

Tank ships in June, 1926, comprised 24.1 per cent. of the total commercial transits of the Canal during the month; made up approximately 29.4 per cent. of the total Panama Canal net tonnage; were the source of 28 per cent. of the total tolls collected; and carried approximately 27.8 per cent. of the total cargo in transit through the Canal.

The number of transits of tank ships last month from Atlantic to Pacific was 49 and from Pacific to Atlantic 62; in June, 1925, they were respectively 34 and 42. From Atlantic to Pacific, 13 were British and 35 American, last month, while from Pacific to Atlantic 8 were British and 42 American. The 13 British tankers going west carried a total of 7,203 tons of oil, while all the American tankers were in ballast. On the return trip, Pacific to Atlantic, the British ships carried 86,329 tons of oil and the American 479,050 tons, indicating that the trend of shipments of oil is still overwhelmingly from the California fields to the Atlantic.

The heaviest single day on the Canal last month was June 8, when 25 ships transited, having an aggregate net tonnage of 112,354, and paying \$106,666.31 in tolls. No record was established, although the day was the largest in several months.

MOVEMENTS OF STEAMERS.

The B. I. s.s. "Shirala" will leave Amoy for this port on October 7 at p.m. and is due here on October 8 at about 5 p.m.

The C.P.S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on September 30, and is due here on October 18.

The M.V. s.s. "Sumatra" (Swedish East Asiatic Co., Ltd.), left Antwerp on September 19 and is due here on or about October 23.

The M.V. s.s. "Japan" (Swedish East Asiatic Co., Ltd.), left Rotterdam on September 19 and is due here on or about October 29.

CONSIGNEES' NOTICE.

Consignees of Cargo per s.s. "Belomond" are reminded that goods remaining undelivered after October 11, will be subject to rent.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.
From LEITH, MIDDLESBRO, ANTWERP, LONDON & STRAITS.

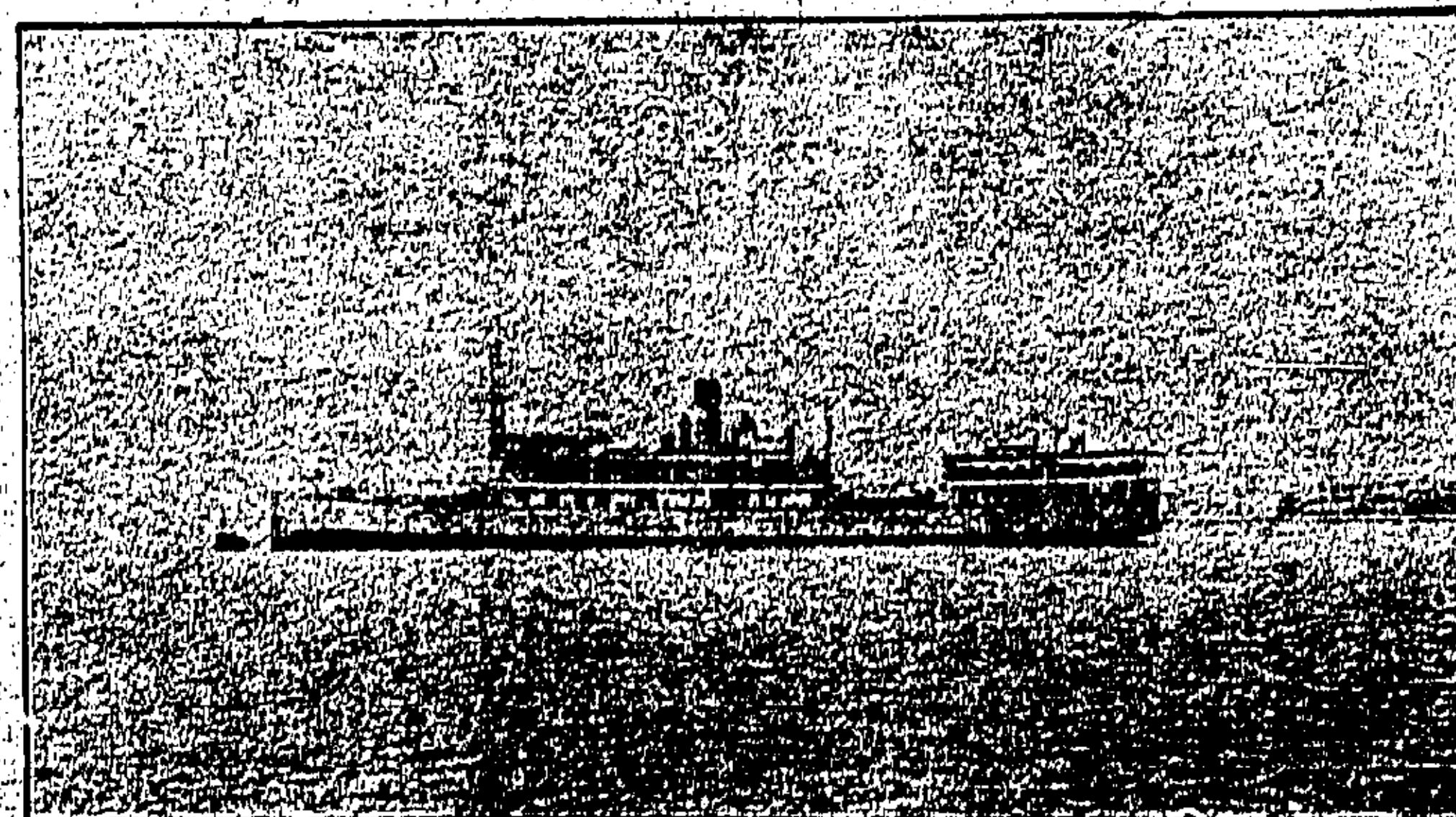
THE Steamship "BENLOMOND"
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 11th instant will be subject to rent.
All claims against the steamer must be presented to the Under-Signed on or before the 25th instant or they will not be recognized.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th instant at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by:
GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 4th October, 1926.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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T. S. S. "SIANG WO"

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong & Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd., for service on the Middle Yangtze, Hankow, Ichang.

Please address enquiries to the Chief Manager:
R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
PENYU MARU Monday, 18th October.
KOREA MARU Tuesday, 2nd November.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.

ANTO MARU Saturday, 9th Nov., at Noon.
BOKUYO MARU Saturday, 27th November.

MARSEILLES, LONDON & ANTWERP via Singapore & Port.
KITANO MARU Saturday, 9th October.
HARUNA MARU Saturday, 23rd October.

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU Wednesday, 24th November.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU Friday, 20th October.
TSUYAMA MARU Thursday, 11th November.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU Friday, 15th October.

BOMBAY via SINGAPORE & COLOMBO.

TAMBA MARU Monday, 11th October.
TOTTORI MARU Friday, 20th October.

CALCUTTA via SIAPORE, PENANG & RANGOON.

MALACCA MARU Friday, 8th October.
RANGOON MARU Monday, 18th October.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Saturday, 16th October.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Mojl direct) Saturday, 9th October.
MURORAN MARU (Mojl direct) Sunday, 17th October.

TOKUSHIMA MARU Tuesday, 19th October.
ATSUTA MARU Tuesday, 19th October.

For further information apply to—NIPPON YUSEN KAISHA.

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M.V. "FORREBANK" From Hong Kong via Suez Canal 2nd half November.

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

NEW YORK, BOSTON & BALTIMORE.

S.S. "CITY OF BATH" From Hong Kong via Suez Canal 8th October.
S.S. "CITY OF BARODA" From Hong Kong via Suez Canal 5th November.

The above modern passenger steamers will be despatched as above for Boston and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, arriving in NEW YORK on or about 5th January and 2nd February respectively. Fares: £100 Single First Class, £50 Single Second Class.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

FOR HAVRE, LONDON, ROTTERDAM & HAMBURG.

S.S. "CITY OF WELLINGTON" From Hong Kong 24th October.

FOR MARSEILLES, LONDON & HAVRE.

S.S. "CITY OF PEKIN" From Hong Kong 15th November.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

ORIENTAL-AFRICAN LINE.

MAURITIUS & SOUTH AFRICA.

S.S. "YUENSANG" From Hong Kong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Dca, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

AUSTAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through freight and passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF BATH" via Suez Canal 8th October.

S.S. "TEUCER" via Suez Canal 22nd October.

S.S. "CITY OF BARODA" via Suez Canal 5th November.

S.S. "NINGHOW" via Suez Canal 19th November.

HARD-UP PEKING.

Nobody Wants to be Premier.

MINISTER KEPT A PRISONER.

Gen. Chang Kai-shek's Indirect Influence.

[From Our Own Correspondent.]

Peking, Sept. 28. Peking today finds itself practically without a government of any kind, but Peking, as has been the case for many years during recurrent crises of this kind, goes along without seeming to worry about the situation.

Twice within the last five days Admiral Tu Hsi-kuei, the premier, has sent telegrams to Marshal Wu Pei-fu to Marshal Chang Tso-lin, and to the three other generals who are supposed to make up the quintette holding North China together, and these telegrams have always carried his own resignation and that of the cabinet en bloc.

But no one seems to want a change just now except the cabinet members.

For a time it seemed as though, with Wu Pei-fu badly defeated,



Admiral Tu Hsi-kuei considered head of the Fuliens clique in the Chinese Navy, and supporter of Wu Pei-fu.

Chang Tso-lin might come in person to Peking, and install a cabinet of his own choice.

Why Chang Dares Not.

In fact until yesterday it was believed in most "background" political circles that General Chang Tso-lin had Chang Tso-lin's backing. The general announced that he would like to take over the office of premier, and then he left post-haste for Mukden, where he conferred for three days with Chang Tso-lin.

The early Mukden reports were to the effect that Chang was backing him, but yesterday General Chin came back to Peking and in crestfallen manner announced that Chang Tso-lin "still refuses to interfere in politics, and leaves that to Wu Pei-fu."

The truth of the matter seems to be that, with the military situation as it is, Chang Tso-lin dares not select his own Cabinet at this time. Wu Pei-fu may yet rally his



DR. WELLINGTON KOO

Former Chinese Minister to the Court of St. James. Mrs. Koo was very popular in London.

forces and retake Hankow, and if he does so both he and Sun Chuan-fang would be righteously indignant at Chang Tso-lin for usurping political power in the capital when they are fully engaged fighting the Cantonese in the Wu-Han and Kiangsi areas.

Paid With Paper.

Why anyone would want the shadow of power which the Cabinet is supposed to hold is hard to ascertain. They have not enough money, these "Cabinet Ministers" to pay even their own office help.

Early last week the employees of the Minister of Commerce kept their chief a virtual prisoner in his office from 3 till 9 p.m. and released him only when he had secured from the Ministry of Finance enough money to pay them 40 per cent. of one month's salary. Their salaries are three months

RAUBS.**INTERESTING EXTRACTS FROM CHAIRMAN'S SPEECH.**

The following are a few extracts taken from the Chairman's speech at the annual meeting of the Raub Australian Gold Mining Co., Ltd. The Chairman remarked that the Gold yield for the year was restricted and that the total revenue from Gold was \$45,539 compared with \$54,275 in the previous year. On the other hand expenditure was reduced by \$6,211 and that it was anticipated some economies in costs of working would be effected in the current period.

As a result of prospecting and development work which had been carried out during the past 12 months the general manager was able to state that the mine reserves were satisfactory, and that the prospects for the coming year pointed to the likelihood of profitable results being achieved.

It was also stated that it will not be long before tin mining operations provided another source of revenue to the Company.

The finances of the company were in a healthy state and in December of last year the directors decided to declare an interim of 5 per cent. representing 1s. per share. In adopting this course, it was felt there was a reasonable likelihood of being able to continue a yearly distribution of dividend out of the accumulated reserves and future earnings. He had pleasure, as stated in the Directors' report in mentioning that a dividend of 5 per cent. was to be recommended at the meeting and the directors felt that it would be a matter of satisfaction to the shareholders to receive this further distribution in view of the strong financial position disclosed by the balance sheet.

RUBBERS.

Messrs. Carrol Bros advise us of the following sales of Rubbers to Singapore:—

Mahaka Pindas	\$2.55
Glencades	2.90 X.D.
Allenbys	3.40
Kedahs	4.85

The following Dividends have been declared:—
Tupahs—10 per cent. Interim making 20 per cent. to date.
Mayfields—25 per cent. Interim making 50 per cent. to date.

in arrears, and they had been promised full payment on September 27. On September 28, when they began the blockade of the Minister, he offered them 20 per cent. of one month's pay, which they indignantly refused. In addition to the final settlement of 40 per cent. of one month's pay, they received the additional 60 per cent. in government bonds—unsaleable in large blocks just now.

Unique Business Methods.
The Peking Government's issue of \$3,000,000 mid-autumn Festival bonds was a drug on the market. Bankers have taken \$1,000,000 of them, face value, but paid only 86 per cent. for them, and they pay 82 per cent. semi-annually.

Another instance of the Government's bankruptcy occurred yesterday when Dr. Wellington Koo, Finance Minister, gave teachers in the nine government schools here a 30-day promissory note for \$20,000, telling them to discount it and "apply it on salaries." This sum will not go far, because the monthly pay-roll is more than \$200,000, and the teachers have nearly nine months' salary due.

The upshot of the Cabinet tangle will probably be that the present members will continue to serve until the military situation takes a more decided trend, but there will be a shifting of portfolios.

Responsibility Without Name.

Admiral Tu Hsi-kuei will probably remain Minister of the Navy, but he refuses to continue as Premier. No one wants the premier-ship in fact or name, and the compromise that seems most likely will be for Dr. Koo to become Minister for Foreign Affairs.

As the ranking Cabinet member he will then be "acting premier," without having the formal name of premier, or being as fully responsible as he would be if he technically held that office.

[Note: Our correspondent's predictions about the Cabinet have been subsequently borne out since, by Reuter's cable.]

Latest Complex.

Peking, Oct. 4. Dr. Wellington Koo has not yet assumed office as acting Premier nor has the vacant Finance Portfolio been filled. The tendency of political circles to associate Dr. Koo's promotion with the Russo-Asiatic Bank situation is being suggested.

Marshal Chang Tso-lin, in view of his interest in the question, through the bank's connection with the Chinese Eastern Railway, wants Dr. Koo at the helm, while the matter is being handled. Reuter.

PYGMY TRIBE.**Successfully Located by Aeroplane.****NEW GUINEA LIFE.**

Explorers Who Were Interviewed in Hong Kong.

Nearly a year ago, a party of explorers passed through Hong Kong bound for New Guinea where, by means of aerial exploration, they hoped to get into touch with the pygmy tribe located by a British expedition headed by Wollaston, in 1911.

Wollaston's expedition, it may be remembered, occupied a period of two years, most of which time was spent in the hazardous journey through the jungle and, owing to shortage of food supplies, the members of the expedition had to leave before obtaining the full data of the pygmy tribe. Part of the photographs taken on one of the expeditions by the actual pygmies by the time the explorers made the shore again after two years of wandering.

In an interview with the well-known ethnologist, Mr. W. Stirling, when the new expedition financed by the Smithsonian Institute, of America, passed through Hong Kong last year, a "China Mail" representative was told that the expedition was organized with a view to taking moving pictures of the life of the pygmies and of obtaining data with regard to physical and ethnological measurements once the tribe was located by aeroplane.

Confidence Justified.

Mr. Stirling expressed confidence at the time that the expedition would succeed in their object and it will be seen from the following message to the "Straits Times" dated Batavia, September 24 that his confidence has been justified.

Four months after arrival in New Guinea, travelling by aeroplane, motorboats, and Dyak canoes, the expedition discovered a large tribe of pygmies living a quiet, secluded life hemmed in by rugged jungle-clad mountains and cut off from the rest of the Papuan tribes.

Four months were spent in negotiating the dangerous rapids of the Mamberamo River, climbing the van Rees Mountains, penetrating the great plain, rowing the Rouffier River to Head Camp and bringing men and food to the foot of the great range of the central mountain.

On August 29 a party with carriers departed overland for five days of cliff climbing and cutting their way through jungle covered mountains. A slow, tedious, heartbreaking task brought the explorers to their goal.

Studying the Pygmies.

We are now busy studying the pygmies, and measuring this strange dwarf tribe, hitherto undiscovered and unknown to the world of science, states the message.

Mr. Mathew Stirling, the Washington ethnologist, representing the Smithsonian Institution, who left America 4 years ago with Mr. Stanley Hedberg, of Chicago, telling of the first contact with these unique people, said:—The Dutch-American expedition arrived at Pygmy Land. They are better than was even hoped by us.

On the fourth day from Head Camp we saw a few temporary shelters of pygmies. The Rouffier enters here a real gorge with high cliffs on both sides. Across the gorge is a rattan suspension bridge.

On the fifth day we reached a large village early in the afternoon. All was quiet. As Leroux, the Dyak chieftain, the carriers and Hedberg walked ahead into the village a little smiling Pygmy girl was the only person in sight. When we were approaching she was not in the least afraid.

We gave her a few bright-coloured beads, which she fondled with delight, and she then led us to a house the only occupant of which was an old woman. She too showed no signs of fear.

An Intelligent People.

When we indicated that we wanted to see more people the old woman departed, leaving the girl with us. In a few minutes a young woman appeared, and fifteen minutes later many men and women came, looking curiously and kindly and friendly, in striking contrast to the big Papuans below.

The pygmies were as calm as oysters compared with the loud yelling, menacing attitude of the other natives below. They talk in undertones or whispers, and seem afraid of being too obtrusive, but they are not timid and seem quite intelligent and always cool and collected and willing to lend a helping hand.

The first thing they did was to give us all presents, not overlooking the Dyak carriers. The presents consisted of their small

BURGLARS BUSY.**SEVERAL THEFTS FROM EUROPEANS.****LADY'S \$400 RING.**

Several thefts from Europeans were reported to the Police yesterday, the biggest "haul" being one of a ring worth \$400 from a Kowloon boarding house.

Miss C. Santos, proprietress of the Santos boarding-house, No. 63, Nathan Road, had a solitaire, diamond ring valued at \$400 which was stolen from her bedroom between 8 and 8.15 a.m. yesterday.

Mr. J. E. Lawrence, of No. 1 Armand Building, lost a pair of trousers and other small articles from his servant's quarters.

While shopping on the 1st floor of Messrs. Sincere's emporium, Mrs. Keown, of No. 11, Stanley Terrace, laid her attaché case on the counter. The case and its contents are valued at \$24. Its loss has also been the subject of Police inquiry.

Then Mr. Cheung Yau-sik (29), cashier, to Messrs. W. Watt & Co., a Chinese firm of No. 188, Wing Lok Street, reports the loss of \$900 in nine \$100 banknotes. About 11.30 a.m. yesterday he cashed a cheque for this amount at the Chartered Bank and proceeded back to the shop by tram. When he got off, he found that the money had vanished from his pocket!

PAID IN ADVANCE.**LESSONS WHICH DID NOT MATERIALISE.****A WOULD-BE DRIVER.**

Having failed to get the tuition in driving a motor car for which lessons he alleged he had paid \$80 in advance, Pang Tin-yen, described as a "cake-maker," claimed the return of his money in the Summary Court this morning, suing Wong Tang-po whom he alleged traded as the Ping On transportation company.

Plaintiff was represented by Mr. H. Owen. Plaintiff alleged in evidence that the fee agreed on for the tuition was \$150 and lessons were to be continued until plaintiff obtained a licence. He had only had one short lesson and when he asked defendant for repayment of the money he refused, stating that the fee was too small.

Defendant was called and in answer to questions said he was only an employee of the Ping On and his time was not his own. He had only been able to give half an hour to the tuition of the plaintiff.

In reply to His Honour, plaintiff said that the defendant was the manager of the Ping On. This, however, defendant denied.

His Honour commented that plaintiff should have brought the action against the transportation company and not-suited him.

INTERIM DIVIDEND.**HONG KONG TELEPHONE CO. DECLARATION.**

The Telephone Company announce an interim dividend of 30 cents a share on the \$10 fully paid up shares and 7½ cents a share on the \$2.50 paid up.

The dividend will be paid on Monday, October 18.

bows and arrows, rattan arm bracelets, ornaments, bananas and betel nuts.

Their whole material culture is entirely different to that of the Papuans. They raise tobacco, sweet potatoes, bananas and pigs. "Business-like Efficiency."

They brought us a pig and all gathered round to make a sort of ceremony of killing it quickly and neatly. One man held the pig's front legs and jaw, keeping him from squealing, another held the hind legs and a third man stood a few yards away with bow and arrow, and while the two men stretched out the pig the third shot it through the heart, the arrow going clear through the beast.

It was interesting to see these small folk perform with such businesslike efficiency. They seem to be real Negroites and have all the characteristics.

The transportation of food here is a real problem, because when Pygmy Land was reached not much was left. We must rely largely on what is obtainable from the natives.

Probably they have not much surplus for their own needs, but they like our trade goods, of which cowrie shells are the best. Captain Posthumus, the military commander in charge of the long transportation line of more than 800 miles from Albatros Camp to Head Camp, has done extremely well in bringing the expedition to its objective so soon.

"TERRIBLE"**The Russo-Asiatic Bank Suspension.****MME. STAVRINAKI'S \$300,000.****Russian Dancers Co.'s Accounts Involved.**

The "China Mail" learns that Mme. Stavrinski, the well-known impresario, whose talented company of Russian dancers recently scored a great success at the Theatre Royal, Hong Kong and at Macao from whence they returned yesterday, is one of the biggest individual victims of the suspension of the Russo-Asiatic Bank.

Interviewed by the "China Mail" this morning, Mme. Stavrinski declined to make a statement, merely repeating the word "Terrible, terrible."

A member of the company however said that Mme. Stavrinski, who inherited a large fortune from her late husband, one of the largest fur merchants in China, has deposits in the Russo-Asiatic Bank totalling nearly three lakhs of Mexican dollars.

Still Can Continue.

Mme. Stavrinski's position is rendered more distressing by the fact that she and her company are travelling on a letter of credit issued by the Harbin branch of the Russo-Asiatic Bank.

Moreover, on the Saturday previous to the announcement that the Bank had suspended payment, Mme. Stavrinski paid in several thousands of dollars in local currency—the takings of the season at the Theatre Royal.

Fortunately, however, Mme. Stavrinski has a small account in another Bank. This, it is gathered, is capable of financing the continuation of the tour and the company were due to sail for Singapore per Japanese mail steamer this afternoon.

BIRTHDAY HONOURS.**ACCORDED REPUBLIC OF PORTUGAL.****AT OFFICIAL RECEPTION.**

With the prevailing decorative colourings, red and green, the national colours, the ball room of the Club Lusitano presented an animated appearance this morning when representatives of the Government, business firms and the Portuguese community met to do honour to the anniversary of the proclamation of Portugal as a Republic.

The health of the President of the Republic was proposed by His Excellency the Governor, Sir Cecil Clementi, and that of His Majesty the King by Mr. A. L. de Albuquerque e Castro, Consul-General.

Among the large number present were H.E. Major-General C. C. Luard, Rear-Admiral Stirling, the Hon. Mr. H. T. Southern, the Hon. Mr. J. H. Kemp, the Hon. Mr. H. T. Cressy, the Hon. Mr. C. McI. Messer, the Hon. Sir Shou-son Chow, the Hon. Mr. W. Bird, the Hon. Dr. R. M. Kotewall, the Hon. Dr. W. V. M. Koch, Lt.-Commander C. F. Hole, R.N., Capt. C. A. Steel (A.D.C.), Lieut. Churchill, Messrs. C. A. da Rosa, E. V. M. R. de Sousa, J. P. Braga, P. V. Botelho, H. M. Silva, F. X. Silva, M. da Rocha, Bishop Valtorta, Rev. Father Spada, Rev. Father Rossi, Rev. Father Noval, Mr. G. Hogg, Capt. Dowbiggin, Messrs. W. E. L. Shenton, J. W. C. Bonner, J. T. Bagram (consul for Siam), R. C. Treddwell (consul-general for the United States), Chev. J. M. Alves (consul for Brazil), J. Guzman Cruchaga (consul for Chile), Comm. S. Carrara (consul for Italy), Col. Robertson, Messrs. E. W. Carpenter, H. E. Goldsmith, H. F. Gray, W. G. Baker, H. R. Sturt, R. E. Greensmith, E. Grossman, M. J. B. Montargis, G. B. Layton, S. H. Langston, F. Vaux, H. Owen Hughes, R. Hancock, C. F. Vas, F. P. Eca de Silva, J. F. Eca de Silva, P. M. Nolasco, de Silva, S. M. Churn, J. F. S. de Silva, J. M. d'Almada Remedios.

In continuation of the celebrations of the Republic's anniversary, there will be a dance at the Lusitano Club to-night.

IN NEW PREMISES.

"At the Sign of the Lantern," the well-known curio store of the Astor House Hotel Building, has removed to larger and more commodious premises in York Building (next to Messrs. Kelly & Walsh.)

Miss Honess, the manageress of this establishment, in the course of an interview with the "China Mail" this morning, referred to the cramped condition of her old premises, and added that her many friends in the Colony, as well as tourists passing through, would now be able to inspect her fine collection of porcelain and curios without any difficulty.



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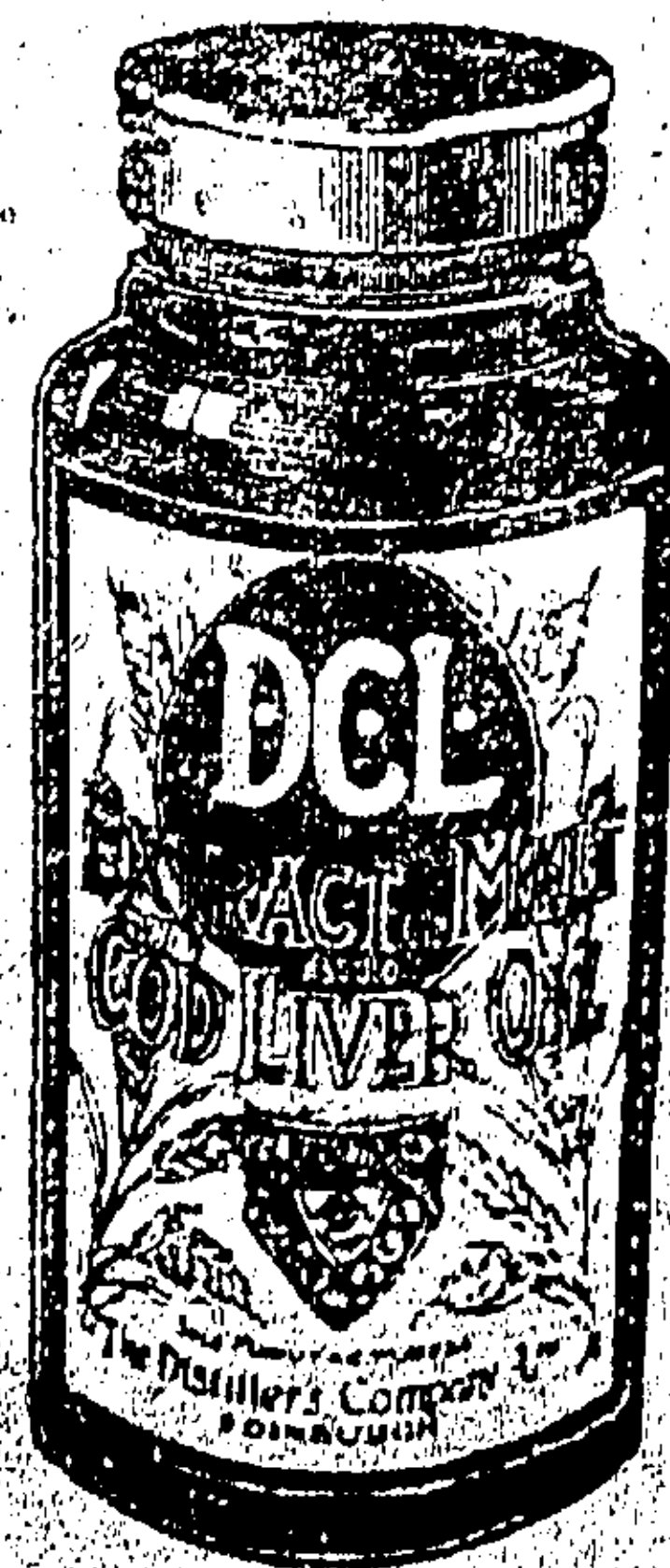
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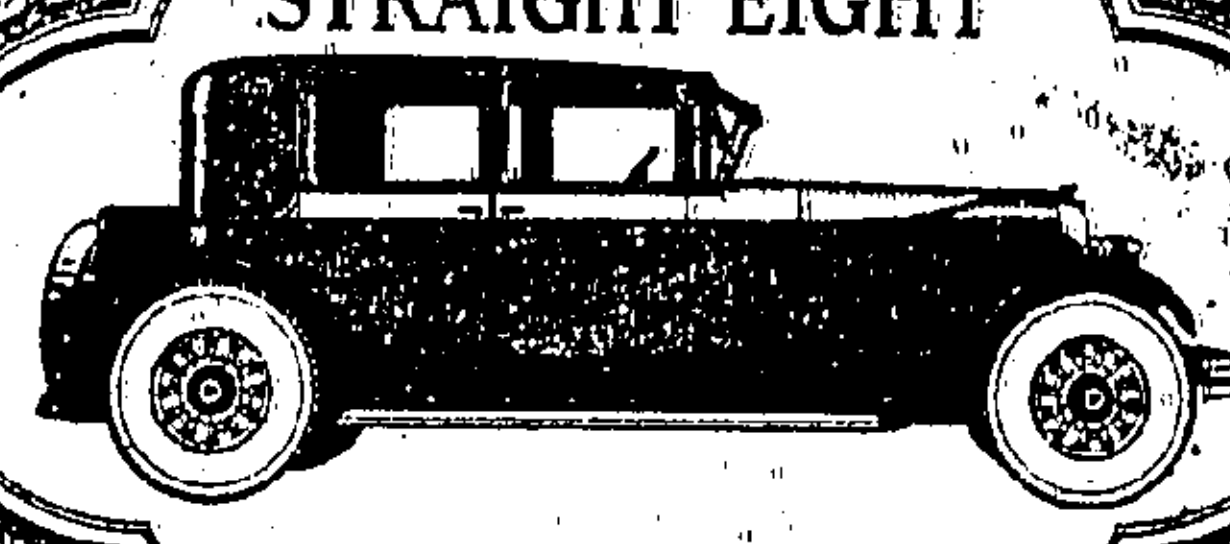
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DAILY FROM 1 to 2 p.m.
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LEE FONG, artistic photographer, 7, Wyndham Street. Phone: C. 4028.

LOCAL AND GENERAL NEWS.

The Canton Insurance Office, Ltd., issues a notice concerning loss of scrip.

Dick, Norton, and his "Globe Trotters" announce a complete change of programme for this evening's performance at the Star Theatre.

An official announcement has now been made about the showing of the famous Zeebrugge film at Queen's Theatre, on October 21 at 9.30 p.m.

Mr. W. L. Hall, the new Attorney-General for Nova Scotia, has been elected unopposed for the constituency of Queen's County, Prince Edward Island.

As the result of a survey a Government expert recommends the stocking of the inland waters of South Africa with edible fish. He believes it is possible to establish salmon in the western streams.

Two children from Victoria, Alberta, Canada, named Patsy and Billy Agnew, aged respectively 10 and 12, have climbed Mount Edith Cavell, one of the highest peaks of the Rocky Mountains. They were accompanied by two Swiss guides.

Melbourne.—The Defence Department is arranging a 14,000-miles surveying flight from Melbourne to Samoa, by way of the Eastern Australian coast and New Guinea, touching Fiji and several intermediate islands. It will be the most ambitious flight ever attempted in Australasia and also the most risky, in the extent of aviation difficulties in the greater portion of the Pacific region is unknown. Group-Captain Williams, R.A.F., will be the pilot. He will be accompanied by a mechanic and a wireless operator. The flight will start in a fortnight and will occupy about two months.

Calcutta, September 3.—Undertakers have notified the Reverend R. C. Biswas of Holy Trinity Church, Calcutta, and the Government that in future they will be unable to supply coffins at as cheap rates as formerly. Business, they state, has been carried on at a loss and they have been obliged to double and in some cases treble their prices. After much discussion, states the "Calcutta Diocesan Record," it was resolved at a general meeting of the congregation of Holy Trinity that a coffin fund be started at once, with a membership fee of at least one anna per month per family.

At Shanghai, the interport Hong Kong golf team are due to play their match to-morrow and on Thursday.

Reminder: Annual meeting of the Dockyard Young Men's Club in the club room at 6.45 p.m. to-morrow.

The V. R. C. annual aquatic sports proper (including the Colony's swimming championships) begin to-morrow at 5.30 p.m. and conclude on Saturday night.

Passengers who left Hong Kong by the s.s. "Taiyo Maru" yesterday included Mr. J. M. da Rocha (the well-known export merchant), Miss Lina B. da Rocha, Mr. and Mrs. I. da Rocha, Miss Laura M. da Rocha and Mr. F. X. da Rocha.

Miss Aileen Woods, the popular teacher of dancing is due to arrive back in Hong Kong on October 15, after an absence of over three years. She will resume her tuition at her studio and hopes to popularise the French tango (her favourite dance), also the Foxtrot-Charleston.

Simla, Sept. 18.—The Viceroy has telegraphed the Hon. Mr. Byers on board the "Tukhliwa" a most hearty welcome on behalf of India to the South African Delegation on their arrival in this country. The Viceroy adds: "I earnestly hope that your visit, although shorter than we should have wished, will be thorough and full of sources of interest and that it will please you all."

The terrible cyclone experienced at Karachi on Sept. 7, was the means of prolonging the stay of Mr. R. B. Salisbury's "Quaints" who went there and were prevented from playing for three nights. Miss Doris Woods wrote a vivid description of the unprecedented and unusual occurrence as Karachi will go for years without rain! One consolation the company had was that it would make their journey of 25 hours cooler across the Sind Desert to Quetta. The tour is certainly a remarkable success and will not terminate till December. Miss Doris writes that the air route from London having its destination at Karachi will bring that city into great prominence.

One seventh of the human race are Moslems and every one of them should make a pilgrimage to Mecca at least once.

Washington, September 28.—Five thousand special agents of the Treasury Department began the task of checking income tax dodgers in all parts of the country. A drive was also launched for the purpose of collecting about \$400,000,000 in overdue taxes.

Long Island City, New York, Sept. 27.—An unidentified man ran amuck during a local baseball contest and murdered the umpire Patrick McTavey, before a large crowd of spectators. Several persons had just yelled "kill the umpire" to emphasise their disapproval of his last decision. The man, ran from his seat to the centre of the field and struck McTavey, whereafter he escaped leaving no trace.

Tokyo, Sept. 20.—A "schooner seaplane," equally at home on the waves or in the air, is being tested by the Japanese Navy. The machine carries a light mast and sails in its fuselage and in event of a forced landing and a disabled motor can sail into shore just like a windjammer. The hydroplane is of the "R" series of the Naval Aviation Corps. It is equipped with radio and propelled by two Rolls Royce motors of 360 horse power.

Washington, September 28.—The White House spokesman denied reports recently circulating in Washington to the effect that the United States government was about to enter into treaty negotiations with Soviet Russia for the purpose of reaching terms for recognition. It was stated that there was no prospect of immediate change in the relations between the American government and Russia and that certain fundamental obstacles had first to be removed before such negotiations could be undertaken.

Hankow, Sept. 25.—The native press states that over 70 wounded soldiers of Fan Chung-shue arrived at Liu Kia-miao yesterday afternoon. These soldiers had been engaged in the severe fighting which had taken place the day before yesterday northward of Singyang with the troops of Tien Wei-ching for a successive day and night. The casualties of Tien resulting from the fighting are stated to be 1,000 odd soldiers killed, and several hundred wounded. The loss was estimated over 10,000 rifles and bombs were in large quantities.

Geneva, Sept. 29.—Major General Dennis E. Nolan told the missionary disarmament commission to-day that America was unable to accept the national defence budgets and measures of the commission. He said the pay of one American soldier covers 58 French, 41 Italian, and eleven Japanese soldiers.

Hankow, Sept. 25.—The Chinese paper publishes the news that the place of land located near the cemetery of the six countries near the Japanese Concession purchased by Chao Yuen-hwa, late Chief Executive of the front line under Marshal Wu, at the cost of several million dollars, had been confiscated by the Revolutionaries on the 22nd instant.

Amsterdam, Sept. 27.—It is learned in financial circles that the Laras Rubber Estates are making important additions to their holdings in Sumatra and have just purchased a plantation of 2,395 acres, in full coffee and rubber production for the reported price of \$4,500,000. The former owners were a Dutch Indian land syndicate. The new concern is preparing to offer 2,000,000 shares, also 7 per cent. first mortgage debentures totalling 625,000 pounds sterling.

Ichang, September 10.—Yesterday the French steamer "Yung-An" arrived from Chungking, bringing the Chinese staff and crew from Butterfield and Swire's steamer "Wanhshien," which has been held captive at Wanhshien by General Yang Sen. Later in the day another French steamer, the "Yung-fung," arrived from Chungking, bringing Mr. D. H. Davies of the Customs service.

Washington, Sept. 27.—As a result of the resignation to-day of Allan Dulles, chief of the Near East Division of the State Department, several more resignations of persons occupying high positions are expected shortly in protest against the low salaries paid by the government. The resignation of Dulles is the culmination of many months of agitation by assistant secretaries and heads of special bureaus against the scale of salaries which they declare are entirely inadequate to meet the present high cost of living and maintain a standing in the community commensurate with their positions. Dulles was recently appointed counsellor to the legation in Peking.

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SPORTS SECTION

HOME RUGGER.

RESULTS AHEAD OF THE MAIL

420 VICTORY.

London, Sept. 18. Results of matches played today in the Rugby Union are as follows:—
Blackheath 14, Rosslyn Park 16.
Guy's Hospital 10, Catford Bridge 2.
Portsmouth Services 8, Bath 8.
Moseley 23, Bradford 8.
Cardiff 21, Bristol 13.
Doncaster Services 0, Coventry 3.
Gloucester 8, Northampton 3.
Leicester 31, Plymouth 9.
Neath 13, Swansea 8.
Manly 26, Aberllynny 6.
Glasgow Academicals 21, Inverclyde 11.
Greenock 0, Glasgow High School 42.
Penarth 3, Newport 31.

AQUATICS.

PRELIMINARY HEATS AT THE V.R.C.

The heats of the 100 yards Breast Stroke event in the V.R.C. Annual Aquatic Sports, which are being held on Thursday, Friday and Saturday, were swum off yesterday evening in the Club's bath. The results of the preliminaries yesterday were:—
1st Heat.—1. Wong Ping-fan: 2. S. S. Lipcombe. Time: 1 min. 25.1-5 secs.
2nd Heat.—1. Leung Tit-sang: 2. C. H. Clarke. Time: 1 min. 22.1-5 secs.
3rd Heat.—1. Wong Kwong-ting: 2. H. A. Barros. Time: 1 min. 21.3-5 secs. and 1 min. 22.3-5 secs. Wan Kwong-ting, who won this

17,000 GUINEA HORSE.

Aga Khan Pays Record Price for Yearling.

London, Sept. 17. The "Daily Chronicle" states that the Aga Khan has paid the record price of 17,000 guineas for a yearling colt, by Hury On out of Ecurie, bred at the National Stud at Tully, Kildare. The highest price for a yearling which has previously been paid is 14,500 guineas by Lord Glanely, in 1920, for Blue Ensign, which never won a race.

event in 1924, swam in the best heat which provided an exciting race between him and H. A. Barros. Barros was unlucky in getting a bad push off at the start and could not regain the lead he lost thereby. The four successful competitors for the final are:—
Wan Kwong-ting ... 81.3-5 seconds.
Leung Tit-sang ... 82.1-5
Wong Ping-fan ... 85.1-5
H. A. Barros ... 82.3-5

C. H. Clarke who came second to Leung Tit-sang in the second heat completed the course in 83.4-5 seconds, which is better time than Wong Ping-fan, but he does not qualify for the final.
Owing to the small number of competitors in the other events there will be no further heats. On Thursday at 5.30 p.m. the half mile open to the Colony and the mile confined to Chinese will take place outside the club-house.

TENNIS AT HOME.

London, Sept. 18. Results in the Fulham Drive Club tennis finals are as follows:—
Colonel Mayes beat Nigel Sharpe, 6-2, 6-1, 6-2.
Miss Hardie unexpectedly beat Mrs. Beamish, 6-4, 6-1.
Hughes and Hatchford beat Ritchie and Ingram, 6-4, 6-0.

London, September 18.—Sandy Lodge—Abe Mitchell had a record score of 70, beating Harry Vardon's 72, which has stood as a record since 1912.

The V. R. C. annual aquatic sports proper (including the Colony's swimming championships) begin to-morrow at 5.30 p.m. and conclude on Saturday night.

The following will represent the Hongkong Hockey Club v. the 6-2nd Punjab at the Marina ground, Kowloon to-day at 5.15:—
A. J. Frank, F. B. Jones, B. D. Evans, J. Wodlake (capt.), L. M. S. Lloyd, L. P. Ralph, L. H. Rushton, S. H. Garrod, R. K. Valentine and G. R. Vallack.

HOME SOCCER.

ENGLISH LEAGUE FIRST DIVISION.

London, Oct. 4. In the English Football League, division 1, the following matches were played to-day (home team given first):—
Blackburn 2, Bury 2.
West Ham 1, Wednesday 1. —Reuter.

ENGLISH LEAGUE.

Division I.

Team	P	W	D	L	F	A	Pts
Blackburn	9	5	2	2	15	10	12
Birmingham	9	5	2	2	14	10	12
Leicester	9	4	4	1	30	22	12
Sheff. Wed.	9	4	3	2	20	14	11
Derby	9	4	3	2	18	11	11
Nottingham	9	4	3	2	18	11	11
Cardiff	9	3	5	1	22	11	10
Wolves	9	3	4	2	19	10	10
Leeds U.	9	4	2	3	17	15	10
Sheff. U.	9	4	2	3	14	18	10
Arsenal	9	4	3	2	16	10	10
Manch. U.	9	3	3	3	16	17	9
Blackburn	9	3	3	3	16	17	9
Wednesday	9	2	4	3	18	10	8
Derby	9	3	3	3	16	17	9
Liverpool	9	3	3	3	14	14	9
West Ham	9	2	4	3	13	15	8
West Brom.	9	2	2	5	13	20	5
Cardiff	9	1	3	5	14	27	5
Everton	9	1	3	5	14	27	5
Aston Villa	9	1	2	6	12	21	4

HOME TURF.

BETTING ON AUTUMN DOUBLE.

GLOMMEN FAVOURITE.

London, Sept. 17. The latest betting on the Cesarewitch (October 13) is as follows:—
10 to 1 against Glommen (taken and offered).
The latest betting on the Cambridgebridge (October 15) is as follows:—
100 to 6 against the field (offered).

A. W. CARR FINED 10s.

Speeding on Way to 4th Test Match.

London, Sept. 18. Mr. A. W. Carr, ex-cricketer captain of England, was fined ten shillings for having no licence, and £2 for speeding.
It is alleged that he drove at 22½ miles per hour at Mitcham on July 22 when going to the 4th Test match.
Carr's defence was that he was hurrying to the Test match.

LADIES' GOLF FINAL.

Haverford, Oct. 4. In the American Ladies' golf championship final Mrs. Stetson (Huntington Valley) beat Mrs. Goss (Baltusrol) by two holes. —Reuter's American Service.

INTERPORT GOLF.

According to arrangements the interport golf match between Shanghai and Hong Kong (at Shanghai) is due to be played to-morrow and on Thursday leaving Friday clear before the China Championship on Saturday and Sunday.

H.K.C.C. REPORT.

The report of the Hong Kong Cricket Club, for presentation to the annual meeting, has reached the "China Mail." Owing to pressure and the late hour at which the report was received, it will be published to-morrow's issue.

FANLING GOLF.

In the Royal Hong Kong Golf Club, Captain's Cup, qualifying competition at Fanling last weekend, Mr. T. S. Whyte Smith qualified with a score of 87—12—75.
There were 23 entries but only one card was returned.
The Optional pool drew six entries, but no card was returned.

DESPERATE FIGHT.

(Continued from page 1.)

majority of his following escaped and retreated westward towards Pinghsiang.

There is much dispute among observers about the relative strength of the Allied and Red forces. In Kiukiang foreigners give Sun Chuan-fang credit for 170,000 men.

The Rival Strengths.

Junior officers whom the writer questioned and one staff officer all gave the same reply: "Ten-odd ten thousands," which is to say from 130,000 to 140,000. Here in Nanking it is estimated that a maximum of 60,000 men have gone up river.

All the available troops in Kiukiang would not bring the total up to 100,000.

On the other side there are probably 50,000 left of the original Cantonese, Hunanese and Kiukiang men who set out on the expedition.
According to General Sun's chief of staff, however, these have been joined by scores of unprincipled Hunanese units who see an opportunity to draw regular pay for a change.

Whatever their numbers, they are not of great fighting value.

What the Odds Are.

Of course no prophecies are ventured as to the outcome of the struggle, for the writer is only attempting to give a skeleton picture of the military situation and its potentialities.

The only thing that seems at all certain is that if Chang Kai-shek is being pushed back by Kuomintang, the Red commanders will have to abandon Hupeh and either bolt for home or make a stand somewhere in the vicinity of Chuchow.

If reinforcements get back to Chuchow in orderly fashion, it is always possible that Chang Kai-shek might make another dash for Nanchang and attempt to come up through Kiukiang.

The odds are, however, that if Chang and his two crack divisions are beaten, the expedition will collapse in ruins.—Reuter's Gilbert in the "N. C. D. News."

REPORTS BY MAIL.

How Sun Chuan-fang is Advancing.

Hankow, Sept. 27. Southern reverses are indicated in reports which came to hand during the week-end. The most important of these comes from the vicinity of Tayeh and it would appear that the southern position in this sector is causing a good deal of anxiety to their command.

We reported in our last issue that Sun Chuan-fang's troops had arrived on the bank of the Tayeh Lake. Further details show that another push was made from the Yangtze on Shih-hwei-yao and after the southern forces were driven back on Friday night (September 24), from this position, two gunboats taking part in the attack, transports came up river and landed large numbers of troops.

Cantonese Withdrawal.
These immediately pushed up the railway to Tayeh and the last information was to the effect that these were attacking that city.

Tayeh, it is stated, is only being lightly held by the southerners and this with reports that strings of soldiers have been seen proceeding up river above Hwangchow would point to a considerable Cantonese withdrawal.

Also it would appear that their line needs strengthening as one brigade of southern troops at Wu-hsin-kwan were brought down to this centre yesterday and shipped down river to Wu-chang-hsien.

Afraid of Attack?
It is also rather significant that the troops which are attacking Tayeh are a Shantung division under General Ma Tin-yin.

Information which came to hand late last night states that the southern troops north of Hwang-shih-kang are now finding themselves in rather a tight corner through the advance of the northern forces from Shih-hwei-yao and Tayeh.

The northern troops are said to be advancing rapidly.

It would also appear that the Cantonese forces are afraid of another attack from the north-west Kiukiang border, for reinforcements are being hurriedly thrown into the Tungshan-Tsung-yang-Tungcheng line.

Report Contradicted.
No reports have been received as to any advance by the southerners on the Tungshan-Shousai front but southern messages state that northern activity is becoming apparent in this sector.

Severe fighting is expected at any moment.

No information has been received from the other fronts further south but the southern assertion that Nanchang was already in their hands is definitely refuted by a statement which has come to hand.

This states that Sun Chuan-fang's troops are massed round the capital and have ousted all doubtful soldiers from the place. —"C. C. Post."

Canton Gets Money.

Hankow, Sept. 28. Yesterday an extra tax of twenty per cent. was levied by the Cantonese authorities on the electric light and water consumers at Hankow and Hanyang, while today a similar tax was announced on telegram tariffs.

In addition, the Chambers of Commerce are being mulcted for further contributions, which are forthcoming in very small doses.

The British Suggestions.

Hankow, Sept. 25. The question of relieving the women and children in the city of Wuchang has become impossible, as both Generals Chen Chia-mo and Lieu Yu-tsun have definitely denied their intention of yielding to the demands of the southern commanders.

In one telegram replying to the Wu-Han Chamber of Commerce, they stated that the suggestions made by the British Consul at Hankow were deemed detrimental to the military activities of the Allied Forces.

In a second telegram, they pointed out that the arrangements proposed by the Chamber of Commerce were apparently based upon the desires of the revolutionary army since a study of the arrangements in connection with the relief of war refugees in the city tends to show every disadvantage to the Allied Forces. —"Kuo Wen."

Big Battle Soon.

Peking, Sept. 29. Virtually no news in regard to the situation in the South has been received in Peking from foreign sources in the past few days, but it is generally felt that important developments may be expected at any moment, especially on the Kiukiang-Nanchang front.

Shantung detachments are stated to have started on a trek to the south. The 1st division, stationed at Nanyuan, leaves either to-day or to-morrow in order to guard the northern section of the Peking-Hankow Railway.

Allied Reinforcements.

Kiukiang, Sept. 28. Admiral Yang Shu-chiang arrived here on Sept. 25, and the Chinese squadron stationed in the lower reaches of the Yangtze are expected shortly to go up the river.

The 24th mixed brigade of Marshal Sun's Army has been ordered to proceed to Tayeh.

The main body of Marshal Sun's 5th army reached Hsingkou on Sept. 27 and commenced an attack on the southern troops the following day. —"Toho."

Value of Propaganda.

Nanking, Sept. 28. It appears that the transportation of Marshal Sun's troops from Nanking was completed yesterday.

The military authorities here are keeping strict watch on propagandists of the southern troops, who have entered the city. At the same time, anti-Bocheism parties have been organised, and they are reported to have already been despatched to Soochow, Shanghai, Hangchow, and several places. —"Toho."

Naval Preparations.

Tsingtao, Sept. 26. Although orders for the overhauling and reconditioning of the warships of the north-eastern squadron were issued several days ago there is as yet no indication that the group of cruisers and gunboats will proceed to the Yangtze.

General Pi Shou-chen's instructions were that they should make ready for action against the Cantonese in the Wu-Han region. Many here are dubious of whether most of the ships would be of any value in such a campaign. All are badly in need of complete overhauling, repairs of various kinds and additions to the armament. There is no certainty, moreover, that they are reasonably seaworthy.

DISTANT TYPHOON.

"E. or variable winds, moderate to light; fine to cloudy, is the forecast for the twenty-four hours ending at noon to-morrow.

A typhoon is forming on the neighbourhood of Guam, and a depression has formed over the lower Yangtze Valley.

HELPS OVER HARD PLACES.

DELUDED with a little sweetened water, Chamberlain's Colic and Diarrhoea Remedy is easy to take and almost instantly cures sudden and violent stomach pains, cramps and intestinal disorders. It is a mother's best friend, safe for children, and for those who suffer from indigestion, loss of appetite, or constipation. Sold and recommended everywhere.

MOTOR OFFENCES.

DANGEROUS LORRY DRIVING PRACTICE.

PROTRUDING PLANKS.

A dangerous practice, breaches in which are provided for by traffic regulations is the overloading of lorries, particularly when the contents are protruding to a considerable extent behind the vehicle.

A case which Sub-Inspector C. P. Alexander, of the Traffic Department, described as a serious one, came before Major Wilson this morning when an owner and driver were summoned in respect of a lorry which was overweighted.

Sub-Inspector Alexander said that timber was protruding from the end and if anyone had been walking along the road reading a newspaper, as was quite a common practice they were liable to be knocked down if the lorry took a turn.

Sergt. Hopkins said that the maximum load of the lorry was 7 tons and there was 8 tons 7 cwt. and 2 quarters on it. The lorry itself weighed two tons.

The owner of the lorry said that he did not know what was on the lorry at the time and had not authorised the carriage of the amount alleged.

The lorry driver stated that he thought the load was 7 tons.

It was further stated by the police that there was 16 feet of planking protruding from the back, some of the planks dragging along the ground.

The owner was fined \$10 and the driver \$25.

A Typhoon Excuse.

The excuse offered by a Chinese driver of a Ford lorry when charged with dangerous driving was that he had been "to pick up dead bodies at Aberdeen" and was in a hurry to return.

In reply to Major Wilson, the interpreter said that the defendant was referring to bodies washed ashore after the typhoon.

Sergt. Baker said that the defendant passed another lorry at a bad corner going at over 20 miles an hour.

Defendant was fined \$10.

"MO LO KWAI."

FIRST WHO DIDN'T USE THE TERM.

"If you did not call him 'mo lo kwai' you are about the only Chinese lady who has not said it," remarked Mr. E. W. Hamilton to a woman at the Magistracy this morning, when he imposed a fine of \$1 for "disorderly conduct."

She had been chanting and offering prayers at a tree outside the Lunatic Asylum (West Point) where the continuous noise had forced the authorities to ask the Police for a special officer on point duty there.

The worship is known as "Haam Keng" (Crying away the evil spirit of Fear) and includes violent beating of a rolled mat on the ground, hoarse shout and the crashing of scissors.

The Indian constable who made the arrest accused the woman of calling him "mo lo kwai" (Indian devil). She, in turn, corroborated by her daughter, alleged assault. Divisional Inspector P. Grant testified to unruliness by the woman in the charge room.

SOVIET RIFT.

TROTSKY AGAIN IN BAL ODOR.

WORKERS' RESENTMENT.

Moscow, Oct. 4. According to the official news agency mass meetings of workers in many factories in Moscow have adopted a resolution condemning the activities of the opposition headed by M. Trotsky and M. Zinoviev against the Communist Party's present policy.

From Riga it is reported that the Moscow Committee of the Communist party required the Central Committee to remonstrate with the number of the leaders of the Opposition who, it is alleged are responsible for many secret meetings and distribution of much illegal literature. The names mentioned include M. Trotsky, M. Zinoviev and M. Radek. —Reuter.

MINE EXPLOSION.

ANOTHER CALAMITY IN AMERICA.

DESCUERS THWARTED.

Rockwood (Tennessee), Oct. 4. It is feared that a number of miners have been killed as the result of an explosion in the Boone Company's mine where 65 men were working.

Gas frustrated the efforts of the rescuers.
Up to now only a dead mule and an unconscious man have been found.—Reuter's American Service.

LOCAL SHARE MARKET.

OFFICIAL QUOTATIONS.

HONGKONG, OCTOBER 5, 1926, 10.30 a.m.

Names.	Hongkong Stock Exchange.	Hongkong Sharebrokers Association.	Exchange of Hongkong Share Brokers.
T.T. on London	2 1/4	2 1/4	2 3/4
T.T. on Shanghai	77 1/2	77 1/2	78 1/2
Banks.			
Hongkong Bank	1130 b 1/2	1120 b	1125 b
do. London	1 3/4	1 3/4	1 3/4
Chartered Bank	52 1/2	52 1/2	52 1/2
Mercantile Bank, A. & B.	130 1/2	130 1/2	130 1/2
do. C.	130 1/2	130 1/2	130 1/2
P. & O. Bank	60 1/2	60 1/2	60 1/2
Bank of East Asia	84 n	82 s	82 n
Marine Insurances.			
Canton Insurance	6 1/2	6 1/2	6 1/2
China Underwriters	1 1/2	1 1/2	1 1/2
North China Insurance	1 1/4	1 1/4	1 1/4
Union Insurance	20 1/2	20 1/2	20 1/2
Yangtze Insurance	35 b 1/2	40	35 b 1/2
Fire Insurances.			
China Fire Insurance	200 b	200 n	200 b
H.K. Fire Insurance	610 b	610 n	610 b
Shipping.			
Douglases	27 b	27 1/2 b	27 b
Hongkong Steamboats	28 1/2 b	28 1/2 n	28 1/2 b
H.K. Tugs & Lighters	2 b	2 1/2 b	2 b
Indo-Chinas (Pref.)	30 b	30 n	30 b
do. (Def.)	42 b	40 n	42 b
Shell Transports	90 b	90 n	90 b
Star Ferries	66 b	65 1/2 b	66 b
Water-boats	15 b	15 1/2 a	15 b
Refineries.			
China Sugars	22 1/2 b	21 b	21 a
Malabon Sugars	30 n	36 sa	36 n
Mining.			
Benguets	1 1/2 n	1 1/2 n	1 1/2 n
Kallan Mining Ad.	40	40 1/2 n	40 1/2 n
Langkats (Combined)	6 1/2 sa	6 1/2 b	6 1/2 b
do. (Single)	12 n	13 b	13 n
Shanghai Exploration	75 n	5 n	75 n
Shanghai Loan	78 n	8 b	78 n
Raubis	44 b	5 n	44 b
Troch Mines	80 n	80 b	80 n
Ural Caspians	81 n	81 n	81 n
Docks, Wharves, Godowns, &c.			
H.K. & K. Wharves	125 n	125 n	125 b
H.K. & W. Docks	58 1/2 n	60 n	60 n
Hongkew	115 b	6 1/2 b	170 b
New Engineerings	16 1/2 b	6 1/2 b	6 1/2 b
Shanghai Docks	124 b 1/2	125 b 1/2	125 b
Lands, Hotels & Bldgs.			
H.K. & S. Hotels	10 3/4 10 1/2 sa	1 1/4 sa	10 1/2 sa
Hongkong Lands	64 n	62 b	62 b 1/2
Hongkong Realty	7 1/2 n	6 1/2 n	6 1/2 n
H.K. Territorial	4 n	4 n	4 n
Humphreys Estates	14 1/2 b	14 1/2 b	14 1/2 b
Prince's Building	89 n	87 n	87 n
Rural Lands	1 1/2 n	1 1/2 n	1 1/2 n
Cotton Mills.			
Swo Cottons	T9 1 1/2 9 1/4 a	T9 30 b	9 b 9 1/2
Oriental	2 60 n 2 1/4 a	2 85 b	2 85 b
Shanghai Cottons (old)	T52 b 1 1/2 a	54 b 56 sa	52 b
do. (new)	T27 b	20 b	56 b
Miscellaneous.			
Canton Ices	7 1/2 n	5 a	7
Cements (comb.)	13 1/2 n	14 n	13
do. (old)	12 n	12 n	11
do. (new)	2 b	2 b	2 1/2 b
China Buses	10 1/2 n	—	—
China Lights (comb.)	21 b	20 b	2 1/2
do. (old)	14 1/2 b	15 n	14 1/2
do. (new)	11 1/2 b	11 b	11
China Prov.	5 1/2 b	5 1/2 a	5 40
Dairy Farms	19 b	19 1/2 a	19
Der A. Wing	6 s	7 s	—
Hongkong Amusements.	12 b	12 1/2 b	12
H.K. Constructions	24 n	3 a	3 1/2
Hongkong Electrics	6 1/2 b	65 n	65 b 6 1/2
H.K. Ropes (comb.)	26 s	—	30
do. (old)	10 s	10 n	10
do. (new)	5 s	5 n	5
Hongkong Tramways	25 1/4 b 25 1/4 a	25 1/4 b 25 1/4 a	25 1/4
Lane, Crawford	9 n 1 1/2 sa	7 n 1 1/2 sa	7 1/2
Macao Electrics	35 n	—	—
Mackintosh	19 1/2 n	—	—
Nanyang Tobaccos	—	9 n	—
Peak Trams (old)	15 1/2 n	16 n	17
do. (new)	7 1/2 n	8 n	9
Sinceres	11 n	9 n	1 1/2
Singapore Trams	15 1/2 n	16 s	1 1/2
Taxis	2 s	2 s	2
United Asbestos	—	600 n	—
do. (Founders)	—	18 n	—
do. (Ordinary)	20 n	13 b	13 1/4
Watsons	13 10 b	—	—
Wm. Poyells	6 1/2 n	5 b	5
H.K. Telephone	—	—	4 1/4

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People and Events in the News of the World



The "hold-up deer" better known as Ruffed Grouse, has again appeared in his usual haunts in Yellowstone National Park, supplementing the "hold-up bears" that beg food from tourists along the park highways. Photo shows a pretty young tourist feeding Ruffles, while Ranger Woodring looks on.



Johnny Weismuller, probably America's most famous swimmer and holder of a dozen records, upholds Ethel Luckie, another swimming ace at the Middle Atlantic Swimming Association meet in Philadelphia.



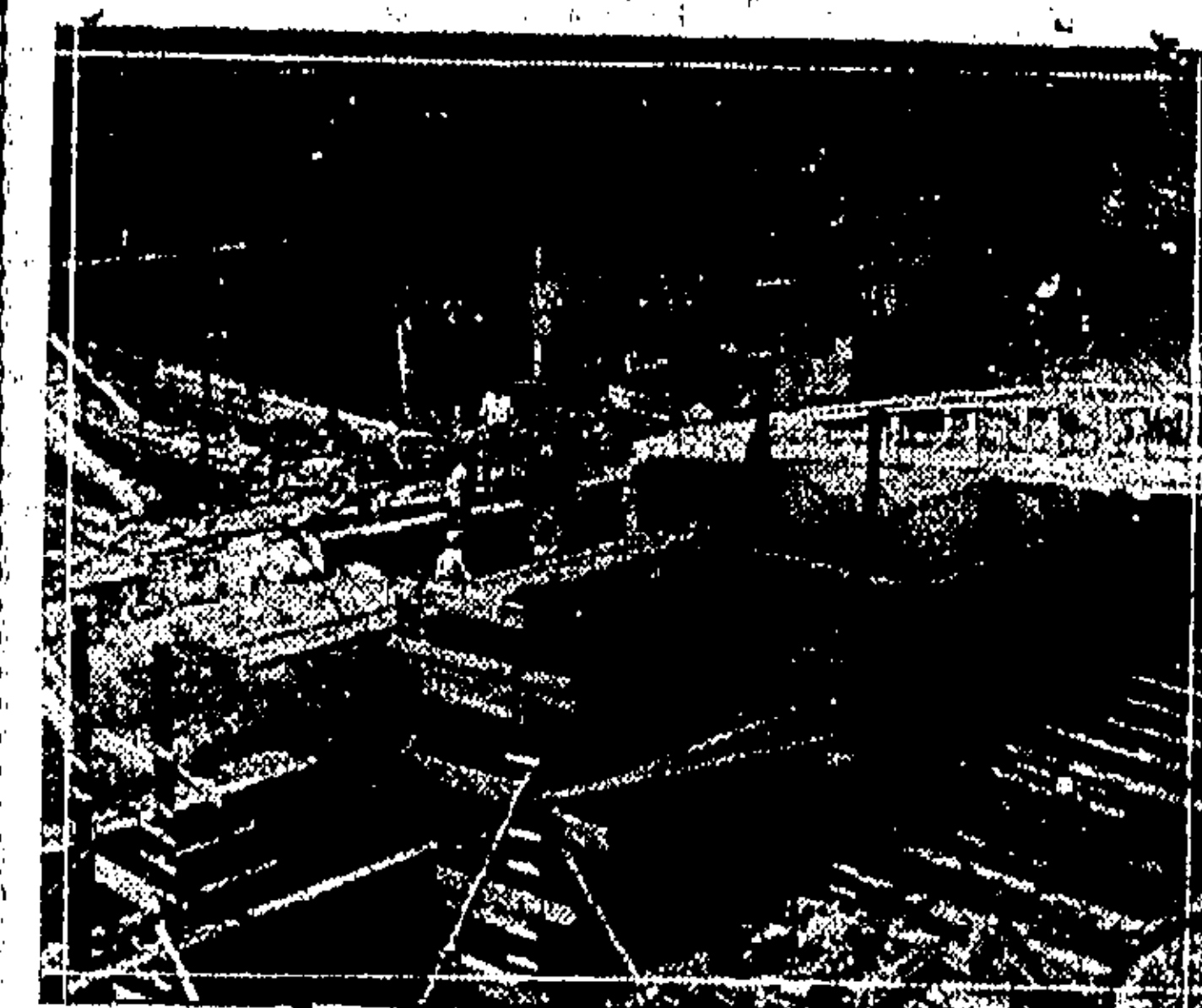
Mr. and Mrs. Richard Washburn Child, who, it was revealed in Washington social circles, have been separated. Mrs. Child contemplating bringing suit for divorce. Mr. Child, who is a former Ambassador to Italy, was called to the Summer White House to advise President Coolidge on the international situation and regarding the domestic political situation. Both are widely known as writers. They have two daughters.



President Coolidge, happy to return to his home at Plymouth, Vermont, spent time in the flower garden there.



Mrs. Coolidge in front of the tents of the Summer Camp Marine Guard. Note the whistle, worn as a lavalier.



Lying on the bottom of a drydock is shown the submarine S-51, sunk by the U.S. "City of Rome" and raised to the surface of the Atlantic Ocean, only after terrible hardships and heart-rendering disappointments.



MAURICE MOUVET



Rear Admiral COONTZ



MRS. ROBERT WALLER



LORD BEAVERBROOK

Maurice Mouvet, famous dancer, quit to become a farmer in Switzerland. Rear Admiral Coontz recommended the concentration of munitions in a depot on each coast, as a result of the Lake Dary mark disaster. Mr. Robert Waller was said to have told New Jersey officials she could corroborate the testimony of Jane Gibson, the "big woman" in the Hall-Mills murder. Lord Beaverbrook, noted British publisher.



"Poison pen" letters threw an entire neighbourhood into panic. Then New York Police arrested "Mile X," who proved to be Thomas Moorehead (18), and the letters stopped. He is shown with a detective.



GEORGES CLEMENCEAU



GENERAL PANGALOS



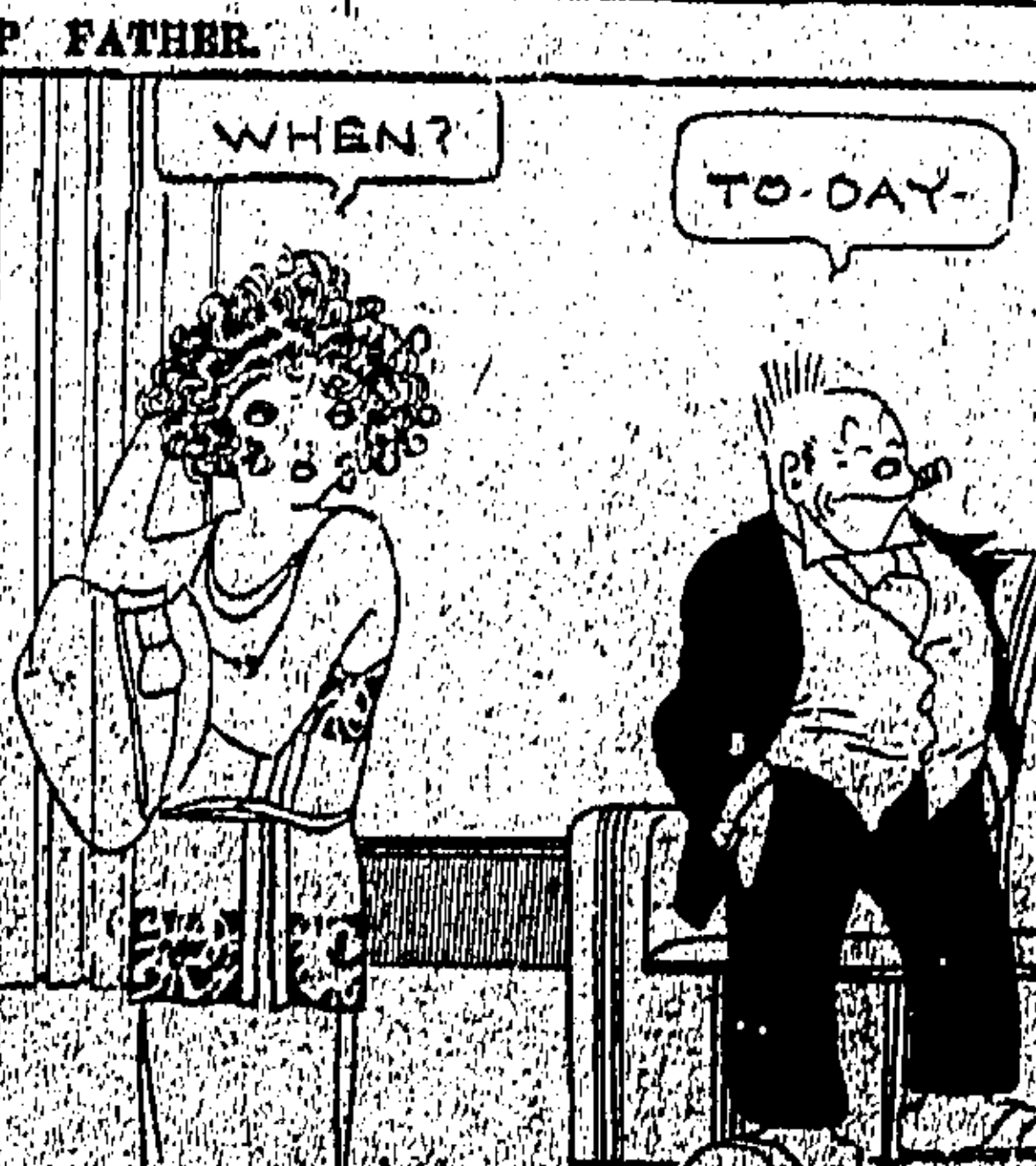
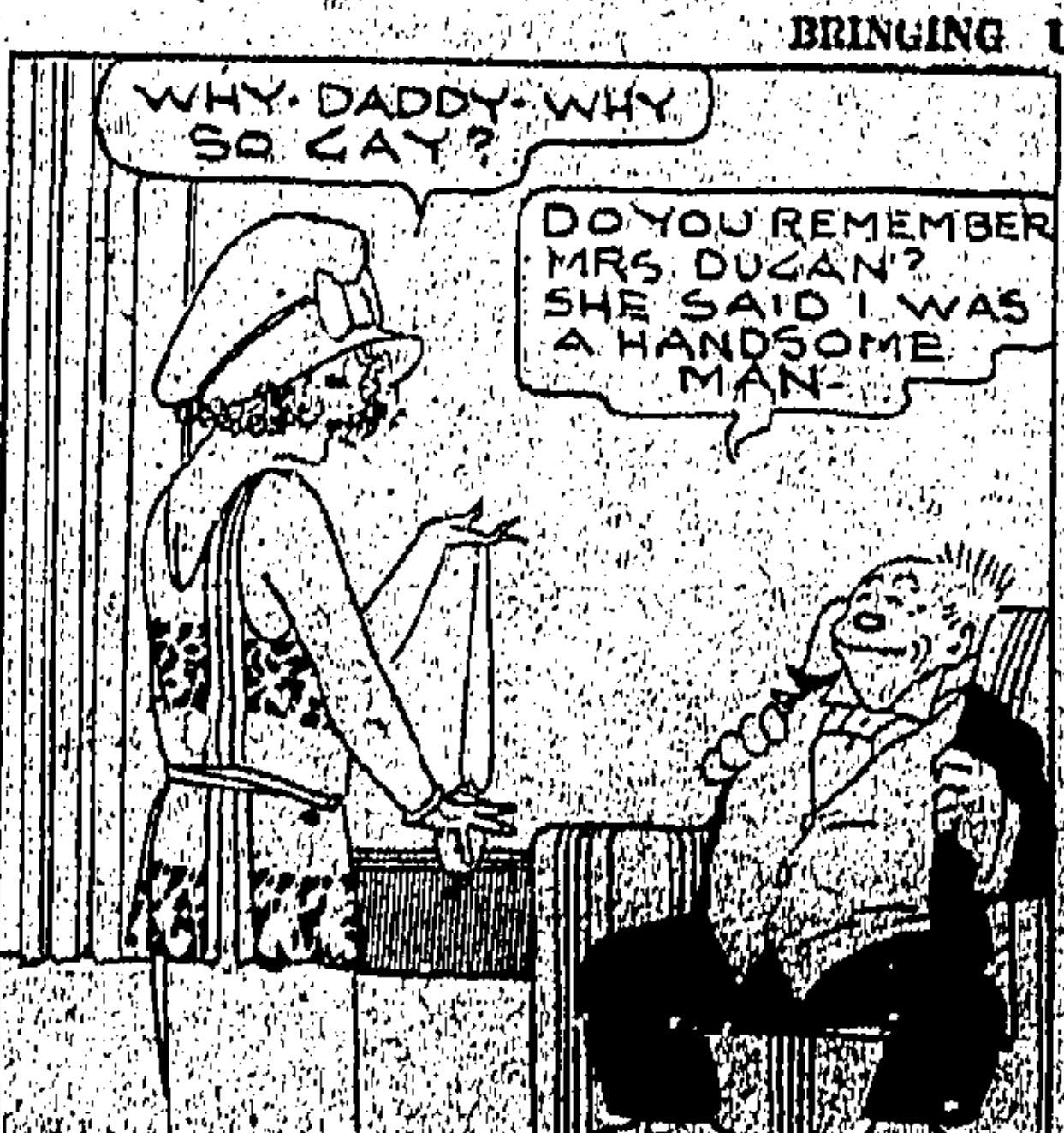
MRS. JOHN LANGLEY



BISHOP A. W. LEONARD

Mr. Georges Clemenceau pleaded with President Coolidge to lift the French war debt. A maniac was seized as he was about to fire at General Pangalos, late President of Greece. Mrs. John W. Langley, wife of the Congressman convicted of violating the dry law, won the nomination for his former seat from Tennessee. Bishop Adna W. Leonard, of the Methodist-Episcopal Church, said that Al Smith could not be elected President because of his religion.

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JOURNAL
January to September, 1926,
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Hongkong, April 1, 1924.



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WHEN he claims you for his dance, will you surrender your arms gracefully and gladly? Or will the knowledge of superfluous hair distress you? It is unnecessary—inexcusable—to allow unsightly hair to mar the clean lines of your arms. For X-BAZIN is so simple to use, so safe, so successful.

In as little time as it takes to polish your nails, this pleasantly perfumed depilatory powder or paste will rid you of every disfiguring hair—underarm, forearm or neck. You simply apply the powder or paste; in a few minutes wipe it off.

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RIKISHA MEN.

YEAR'S MISSION IN SHANGHAI

The 12th report of the Shanghai Mission to Rikisha men states:—

If in some former years the happy monotony of the peaceful routine of the Mission's work has tended to a measure of repetition in the annual report, this year, with its attendant political and social upheavals, and unrest, has provided a sufficiency of alarms and menaces to the peace and safety of the work to provide quite sensational writing if considered desirable, but having weathered it all successfully, it seems more fitting to dwell gratefully on what has been avoided.

In the early Spring of 1925 life was very hard for the majority of rikisha men and their class, and needless to say, the warm, brightly lighted Mission halls, where food, clothing, and shelter by day and night could be obtained by destitute men, were very popular resorts, and the Mission workers had hard work to meet all the requirements of the relief work, in the Mission and outside.

During this troubled year there has been no decrease in the numbers passing through the Mission premises and attending the daily and nightly gathering in open air, and in the halls. Even during the disturbances, the usual large crowds (in which representatives from most of the provinces might be found) were always present, orderly and friendly in attitude. The usual routine was carried on uninterrupted. Sick and injured men were sent to hospital and the destitute were relieved as usual.

The homes, shelters and other places of resort have been visited regularly and assistance given where needed.

In visiting and open air work large numbers of men, women, and children are reached who would otherwise remain unknown, and in the course of this itinerant work large quantities of suitable literature are distributed, including Scripture portions and leaflets, Health Department instructions and Municipal and Police Regulations, etc.

A day memorable in the history of Shanghai is the beginning of the general strike which most seriously affected all the industrial sections of the city for over three months except the rikisha pullers who alone stood untouched by the strike movement, although most determined efforts were made to induce the men to stop work.

Strike promoters tried all methods at their command to attain their aim, intimidation, actual violence, inflammatory literature, promises of money and support, etc., but all failed. The rikisha man refused to be threatened or cajoled.

To counteract the pernicious efforts of the agitators, the Mission staff under the direct supervision of the Hon. Director Mr. George Matheson, worked unceasingly during the strike, addressing great crowds in the Mission halls, open air, lodging and tea houses, and homes, urging the preservation of law and order, and distributing the Municipal Council's propaganda leaflets, "Read the Truth," of which about 24,000 were circulated by the Mission staff along with an abridged account of twelve years' work of the Rikisha Mission, which it was hoped might convey a favourable impression of the good feeling towards Chinese on the part of the foreign community.

The counter propaganda work was attended by considerable risk to the distributors who were threatened with violence by the strike promoters, but happily it had the desired effect, for the rikisha men stuck cheerfully and manfully to their shafts, thereby earning the gratitude of many foreigners to whom the absence of rikisha would have been a great inconvenience. The general opinion of the public during the strike was that "the conduct of the men was admirable, in consideration of which the majority of foreign users of rikisha treated them with sympathetic kindness."

Purchase of Building Site.
The long-talked-of and urgently needed new building has assumed a more solid aspect in-as-much as that May 19, 1925, saw the completion of the purchase of Lot No. B.C. 11252, as a site for the new Mission premises.

Situated in Sing Ming Road, Chapel, a densely populated coolie district, the position is considered most suitable.

In consequence of local disturbances building operations had to be postponed, but plans and estimates are now completed with the kind co-operation of Mr. A. C. Wheeler, of the Municipal Council's Public Works Department, who has also most generously consented to supervise the construction of the building, which will be in simple Chinese style and will accommodate in the hall about 700. Completion will depend upon conditions prevailing in Shanghai.

For the seventh year in succession the "North-China Daily News" made its appeal to the community on behalf of the rikisha men and, as on all former occasions, the appeal met with a sympathetic and generous response.

Statistics.	
Total number of meetings held during the year	9,000
Approximate number of persons reached	883,200
(Meals)	79,200
Special Christmas food parcels	12,500
Garments	1,955
Sandals and Straw hats	2,240
Number sheltered in halls	21,500
Literature distributed consisting of Religious, Health, Traffic, also 24,000 Municipal Council's "Read the Truth" propaganda leaflets in Chinese during the strike, one of which the abridged account of the Rikisha Mission for the past 12 years	60,000
Total Literature	60,000
Estimated number of Rikisha pullers in Shanghai during the year	500,000

THE WISEST PARENT.

If it is a "wise father" who understands his own child, it is even a wiser parent who knows what to prescribe for the child when it is ailing, and it is the wisest parent of all who immediately turns to Baby's Own Tablets under such circumstances.

These Tablets are a specific for most of the minor ailments of childhood. By their mild yet immediately beneficent action on the stomach and bowels they promptly remedy infantile indigestion, constipation and colic, check diarrhoea, cool feverishness, allay teething pains, relieve cramp and colds, expel worms.

Guaranteed absolutely pure, good and safe for even the youngest, or most delicate babe in arms, they quickly bring sound health-restoring sleep by removing the causes which have kept the little one unhappy, restless and awake.

Your chemist sells Baby's Own Tablets, or post free, 60 cents per vial, from The Dr. Williams' Medicine Co., 60, Kingsway Road, Shanghai.

AT THE STAR.

"SCARS OF JEALOUSY" TO-DAY.

A brief prologue, as powerful as it is picturesque, lays the foundation for the character development which is traced in "Scars of Jealousy," a drama of the Alabama mountains, to be screened at the Star Theatre today and to-morrow.

Shots of the throne room of Louis XV. of the street mobs that already were growing their resentment of high-handed rule that resulted in the French revolution, of the Bastille and the spectacular escape of the condemned nobleman whose friends saved him from imprisonment and beheading are included in the vivid opening scenes.

The fact that the "Cajon" boy is a direct descendant of the nobleman who made his exit from France lends special interest to the later development of the story.

A real forest fire, which was staged with the assistance of rangers of the United States forestry department, furnished one of the big thrills.

"Scars of Jealousy" features Marguerite de la Motte, Lloyd Hughes, Frank Keenan and other noted performers.

SHINGLED BANDIT.

[By A Criminologist.]

A new problem is presented to the police by the appearance of the woman motor bandit.

During the last few days, says a Home paper in mail week, a number of robberies have been reported in which it is believed a shingled-haired girl has been implicated, either as the driver of the car in which the thieves made their get-away or as a member of the gang actively engaged.

On the face of it it does not appear more difficult to trace a woman than a man, but this is not the case. In the first place, the wonderful records at Scotland Yard generally give a pointer in any investigation, the police are called upon to make; they are so complete in their particulars of known thieves and their methods that usually a criminal unconsciously leaves a clue to his identity. But these records do not include young women who are so modern as to shingle their hair.

It is, of course, only a question of time before the detectives will catch up with the fashions and the culprit, but in the meantime the shingled motorist is having a run for her money.

Scotland Yard's flying squad will probably soon stamp out robbery by motor-car in the metropolitan area, but the use of these vehicles in other parts of the country is naturally causing considerable concern.

Nowadays, when everyone motors, there is nothing unusual in cars being seen in out-of-the-way places, and it is obviously impossible for the police to challenge everyone they meet.

Standardisation and mass production have robbed cars of their distinctive appearance and as the registration number is the only thing "different" about the majority of cheap motors the task of identifying a particular vehicle is extremely difficult. And it is so easy to change the number-plate and drive away under the noses of the police, not though they be on the trail.

THE HONGKONG

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Harry Williams, who was killed in the recent earthquake in Japan.

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WITH HIM
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"ANTENOR" 20th Oct. Marseilles, London, Rotterdam & Hamburg
"TITAN" 25th Oct. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"ATREUS" 20th Oct. Tripoli, Genoa, Havre, Liverpool
"BELLEROPHON" 25th Oct. Havre and Liverpool
"TITAN" 30th Oct. Genoa, Havre and Liverpool

PACIFIC SERVICE.

"KORU" 7th Oct. Yokohama, Victoria, Vancouver & Seattle
"PHILOCTETES" 12th Oct. Yokohama, Victoria, Vancouver & Seattle
"TYNDAREUS" 17th Oct. Yokohama, Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"FUCHU" 22nd Oct. New York, Boston & Baltimore
"NINGCHOW" 27th Oct. New York, Boston & Baltimore

PASSENGER SERVICE.

"PATROLES" 20th Oct. Singapore, Marseilles & London
"ANTENOR" 25th Oct. Singapore, Marseilles & London
"REXAMON" 30th Oct. Singapore, Marseilles & London
"TITAN" 5th Nov. Singapore, Marseilles & London

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POST OFFICE NOTICE.

LIST OF SHIPS EXPECTED TO BE IN WIRELESS COMMUNICATION WITH HONGKONG TO-DAY.

Katori Maru, Langton Hall, Times Maru, Yodo Maru, Malyan Prince, Tean, Menado Maru, Hiram, Tsushumi Maru, Portos, Pres Jackson, Hawaii Maru, Taiyo Maru, Malyan Maru, Nitto Maru, West Cadron, Calchas, Arafura, Van Overstraten.

INWARD MAILS.

From TOESDAY, OCTOBER 5.
Shanghai and Europe via Siberia. Calchas
Straits. Empress of Asia
Canada, U.S.A., Japan, Shanghai & London via Canada
(London 4th Sept.)
WEDNESDAY, OCTOBER 6.
Manila. Empress of Asia
FRIDAY, OCTOBER 8.
Australia and Manila. Changis
Amoy. Shiran
Manila. Prof. Wilson
SATURDAY, OCTOBER 9.
Japan. Kitano Maru
SUNDAY, OCTOBER 10.
U.S.A., Honolulu, Japan and Shanghai. Tenyo Maru
U.S.A., Canada, Japan and Shanghai. Pres. McKinley
Suez and Straits. Pyrrhus
MONDAY, OCTOBER 11.
Manila. Empress of Asia
WEDNESDAY, OCTOBER 13.
Suez and Straits. Antenor

OUTWARD MAILS.

For TOESDAY, OCTOBER 5.
Swatow. Van Overstraten. 3.30 p.m.
Fort Bayard. Sunkong. 3.30 p.m.
Shanghai and Japan. Starbracken. 5 p.m.
WEDNESDAY, OCTOBER 6.
Swatow, Amoy and Formosa. Kitano Maru. 8.30 a.m.
Straits and Calcutta (Parcels Noon).
Letters 1 p.m.
Bangkok. Kiangsu. 2.30 p.m.
Manila. Empress of Asia. 3.30 p.m.
Tientsin. Jade. 3.30 p.m.
Shanghai. Sunner. 5 p.m.
THURSDAY, OCTOBER 7.
Hankow and Balphong. Tran. 8.30 a.m.
Java via Batavia. Tilsdon. 11.30 a.m.
Shanghai, Japan, Canada, U.S.A. & S. America & EUROPE via VICTORIA, B.C., due Victoria B.C., 28th Oct. & Europe via Siberia (letters & postcards specially superimposed) "Via Siberia" only. Parcels Noon. Registration 2.45 p.m. Letters 3.30 p.m.
FRIDAY, OCTOBER 8.
Amoy. Prof. Jackson. 5 p.m.
Shanghai. Baying. 5 p.m.
SATURDAY, OCTOBER 9.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles due Marseilles 14th Nov. Registration 1.45 p.m. Letters 7.30 p.m.
Shanghai, Japan, Bohol, Canada, U.S.A., C. & S. America & EUROPE via San Francisco due San Francisco 30th Nov. & Europe via Siberia (letters and postcards specially superimposed) "Via Siberia" only. Parcels 5 p.m. Registration 6.15 p.m. Letters 8 p.m.
SUNDAY, OCTOBER 10.
Swatow, Amoy and Formosa. Prof. Wilson. 9 a.m.
MONDAY, OCTOBER 11.
Shanghai. Lanchow. 9 a.m.
Amoy. Sikkim. 9 a.m.
TUESDAY, OCTOBER 12.
Sundaland. Mani. 2.30 p.m.

*Correspondence bearing vessel's name only.

AFRICA'S POLICY.

HELPFUL ASSOCIATE OF BRITAIN.

A NOTABLE STATEMENT.

Rugby, October 4.
General Hertzog, Nationalist Premier of South Africa, arrived in London to-day to attend the Imperial Conference.

To representatives of the Press he made a notable statement. He wished to assure the people of Great Britain that at the Conference the Union of South Africa had no wish to be anything but a helpful associate in advancing the interests of the British community of nations.



General Hertzog.

He added:-
"We intend to apply ourselves to the task of the Conference in a spirit of co-operation, seeking by united action to promote the common interests of us all. One of the main tasks—if not the main task—with which the Conference will be confronted will be to have co-operation between the members of the States of the British Empire placed on a more certain and satisfactory basis. If success in that respect is to result from our labours, questions of a fundamental nature affecting Empire relations, both domestic and foreign as well, have to be grappled with and decided. Fortunately there is nothing revolutionary in any of these questions—nothing that is not in fullest harmony with the basis already laid down. Given goodwill, courage, and faith we ought to be able to accomplish much that will ensure permanency and harmony in all our relations in the future."
Accompanying the Premier were Mr. Havenga, Minister of Finance, Mr. Haddon, head of the Customs, and Sir Henry Hoy, General Manager of the South African Railways.—British Wireless Service.

DOCK STRIKE.

MEN REFUSE TO OBEY LEADERS.

2,200 MEN INVOLVED.

London, Oct. 4.
Work has been brought to a standstill at Tilbury Docks in consequence of a lightning strike of 2,200 dockers. Thirteen steamers, including food ships, are idle.

The dispute is due to the Port of London Authorities refusing a permit to Mr. Attwood, the Trade Union Branch Secretary, to enter the docks.

Resentment in the connection has been smouldering since the ban was imposed after the general strike in May. The Union did not ask the men to strike and the men are not willing to obey Mr. Attwood's repeated appeals to resume work.

The principal ships in dock are the Orient Line's "Osterley" and the P. & O. "Kashmir," "Cathay" and "China."—Reuter.

BACK TO WORK.

NINE THOUSAND MORE MINERS RESUME.

NOTTS AND DERBY MEN.

Rugby, Oct. 4.
Nearly 9,000 more miners resumed work to-day, 7,000 of them being in the counties of Nottingham and Derbyshire, where the Districts Executives have recommended the acceptance of the Government's proposals.

It is authentically stated that the total number of persons employed at the pits producing coal was to-day 171,419.—British Wireless Service.

GREEK MUTINY.

LIFE SENTENCES FOR TWO COLONELS.

Athens, October 4.
Two colonels, leaders in the mutiny of the Republican Guard on September 9, have been sentenced to life imprisonment.—Reuter.

FIVE-DAYS' WEEK.

DEMAND OF AMERICAN WORKERS.

"DEFINITE GOAL"

Detroit, Oct. 4.
A five-days week for all workers is declared to be the definite goal of the Federation of Labour at the final meeting of the Executive Council prior to the 46th annual Convention to be opened to-day.

This policy will be recommended to the affiliated organisations as the basis of negotiation for renewal of contracts with employers.—Reuter's American Service.

SOVIET CHECK.

BRITISH AND AMERICAN FLAGS REMOVED.

Tokyo, October 4.
Hakodate messages state that a Soviet steamer arrived recently from Wrangell Island where she landed fifty emigrants, whilst three aviators surveyed the island from the air.

It is alleged that the members of the expedition removed the British and American flags, which had been planted there, substituting their own.—Reuter.

NOTICES.

FANLING HUNT RACES.

Saturday, October 30th, 1926.

ENTRIES for the STEEPLECHASE MEETING at Kwant Race Course, Fanling, close on SATURDAY, October 16th to Mr. A. H. POTTS, c/o Benjamin & Potts, from whom entry forms may be obtained.
Hong Kong, 5th October, 1926.

HONG KONG TELEPHONE CO., LIMITED.

NOTICE OF INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of Three per cent. (3%) on the nominal amount per share paid up (i.e. Thirty cents per share on the shares of the Company \$10 fully paid up and Seven-and-a-half cents per share on the shares \$2.50 paid up), will be paid on MONDAY, the 11th October, 1926, in respect of the financial year to the 31st December, 1926, to the Members of the Company who are on the Register on the 16th October 1926.

The TRANSFER BOOKS will be CLOSED from MONDAY, the 11th October, 1926, to SATURDAY the 16th October, 1926, both days inclusive.

By Order of the Board,
R. GUY WILKINSON,
Secretary.
Hong Kong, 4th October, 1926.

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SCARS of JEALOUSY

To-night at 9.30

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UNCLAIMED TELEGRAMS.

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AUSTRALASIA & CHINA
TELEGRAPH CO.

List of Unclaimed Telegrams lying in E. E. Telegraph Office Hongkong.
Curley, from Los Angeles.
Gibbs, from Shanghai.
South China Trading Co., from Los Angeles.

E. J. PATERSON,
Superintendent.
Hong Kong, 30th Sept., 1926.

THE GREAT NORTHERN TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—

Mayflower, from Kobe.
Charles Selden, from Plainfield New Jersey.
Todes, from Kobe.
Cheesting, from Shanghai.

S. BLACK,
Acting Superintendent.
Hong Kong Station, Sept. 23, 1926.

Printed and published for the concerned by CHUNG WING-CHAI, Managing Editor, at 5, Wyndham Street, Hongkong.